

The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 30.00

(ESTABLISHED 1881.)

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December 9, 1914. Temperature 6 a.m. 61. 2 p.m. 68
Humidity 73. 64

December 9, 1914. Temperature 6 a.m. 62. 2 p.m. 69
Humidity 73. 58

2803 號二廿月十年寅甲

WEDNESDAY, DECEMBER 9, 1914.

香港 號九月二拾英曆

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LATEST WAR TELEGRAMS.

ALLIES CONSOLIDATE POSITIONS IN FLANDERS.

HOW THE GERMANS ARE BEING HELD BACK.

Russia Explains Evacuation of Lodz.

French Report.

(Havas Telegram.)

Paris, Dec. 8, 6.5 p.m.

In the region of the Yser we continue to attack a few trenches which the Germans have retained on the left bank of the canal.

In the Armentieres region, and also in the Arras, Oise, Aisne and Argonne districts, we maintain our supremacy. In the Champagne district our artillery has secured a marked advantage. On the eastern front we hold our positions.

A Petrograd message says:—Fighting is proceeding. We have repulsed all the German attacks.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

[Reuter's Service To "The Telegraph."]

Russians Bombarding Cracow.

Dec. 8, 6.15 a.m.

It is stated at the Hague that the Russians, under the command of the Bulgarian General Dimitrieff, began the bombardment of the suburbs of Cracow on Sunday.

German Losses.

Dec. 8, 6.15 a.m.

The *Bourse Gazette* (published at Petrograd) estimates the losses of the Germans in the battles before Lodz at 100,000 out of twelve Army Corps engaged.

An Explanation.

Dec. 8, 12.15 p.m.

A Petrograd communique states that Austro-German forces have appeared to the northward and southward of Cracow, German reinforcements having been brought up to stiffen the Austrians. The communique affirms that during the fighting in the second half of November, the city of Lodz acquired great military importance. But when the German offensive at Lodz and Lowicz failed the former enormous city, which had drawn upon it the enemy's bombardment, lost its importance. It presented the greatest difficulties from a military point of view, giving our front an abnormal contour and embarrassing our communications. Consequently, the city was evacuated and an opportunity taken, during a lull in the fighting, to reform our line.

Russian Success in Armenia.

Dec. 8, 6.15 a.m.

It is announced from Petrograd that the Russian occupation of Bani and Basobkala, in Armenia, opens a direct road to Van and gives the Russians the flourishing part of Armenia.

Allies' Appreciable Advance.

Dec. 8, 1.10 a.m.

A Paris official statement issued yesterday evening says:—In Belgium the Germans bombarded Oost-Dunkerke, east of Nieuport. Between Bethune and Lens we completed the capture of the village of Vermelles and a position at Ratorie, to the east of which we are lining the railway. Our troops made an appreciable advance in the region of Rouvroie, Parvillers and Le Quesnoy-en-Santerre. There is nothing further to report.

German Advance Regarded as Impossible.

Dec. 8, 6.15 a.m.

Correspondents in Flanders state that the French south of Dixmude have made notable progress, and that Roulers is now open to them. The Allies made many strategic changes, strengthening their positions, and the British have shortened their lines. A German advance is now regarded as impossible.

LATEST WAR TELEGRAMS.

The Bourse Re-opens.

Dec. 8, 6.15 a.m.

The Paris Bourse has re-opened.

King's Message to British Troops.

Dec. 8, 1.10 a.m.

Before leaving France, His Majesty the King issued an Order of the Day saying: I am glad that I have been able to see my Army in the field and to gain some slight experience of the life you are leading. I wish I could have spoken to you all to express my admiration of the splendid manner in which you have all fought and are still fighting a powerful and relentless enemy by means of discipline, pluck and endurance. Inspired by the indomitable regimental spirit, you have upheld the traditions of the British Army, and have added fresh lustre to its history. I was particularly impressed by your soldierly, healthy and cheerful appearance. I cannot share your trials, dangers and successes, but I can assure you of the proud confidence and gratitude of myself and your countrymen. We follow, in our daily thoughts, your certain road to victory.

King George Decorates Generals Joffre and Foch.

His Majesty the King has conferred on General Joffre and General Foch the Grand Cross of the Order of the Bath.

Strong Monetary Position.

Dec. 8, 7 p.m.

The money market is stronger in consequence of war loan payments, of which fifty million sterling as a minimum was expected to be done to-day.

Wheat has advanced a shilling owing to the prohibition of export from India.

Crew of the Charcas Landed by the Prinz Eitel.

Dec. 7, 8.10 p.m.

Reuter's correspondent at Valparaiso states that the armed merchantman, Prinz Eitel, has landed the crew of the British steamer Charcas, sunk off Otraval.

French Attack on Yser Trenches.

(Official Telegram from the French Government, via Peking.)

In the Yser region the allied troops continue to attack several trenches which are still maintained on the left bank of the canal by the Germans. In the Armentieres and Arras regions artillery fighting has prevailed, while artillery duels have taken place in the Oise and Aisne regions, the French guns having the best of the exchanges. On several occasions in Champagne the superiority of the French heavy artillery over that of the Germans was most marked. The French troops have made progress in Argonne, where they destroyed one of the enemy's posts and two machine guns.

HOW ENGLAND WILL BE INVADED.

Elaborate German Plans Revealed.

The German plans for the invasion of England stand revealed. They are disclosed in a lengthy statement in the *Saxo-Saet Gazette* by General Baron von Ardenne, who in 1913 was in the General-Adjutancy of the War Office in Berlin.

The journal named has just reached Berlin, and is quoted by the *Mail* correspondent there.

In the course of time (says General von Ardenne with much confidence) we shall be in possession of Calais, probably also of Dieppe and Havre. At Calais the Channel narrows down to a width of 38-40 kilometres (22-25 miles).

Our 30.5 (12in) howitzers have a range of 14 miles (height of such a shot 4,370 yards). The range of our 47cm. (17in.) howitzers is still greater. England can expect still further artillery surprises.

Even if we cannot shoot from the French coast to the English, a safety zone can be made for German ships which will cover more than half the navigable water.

Zeppelin Bases.

In the French harbours there can be had for torpedo-boats and submarines, cruisers, scouts, etc., and—last but not least—bases for our Zeppelins.

These bases on the French coast can be made absolutely impregnable for the sea by double or triple

rows of mines, especially anchored mines. To anchor mines in these waters is comparatively easy.

If this triple minefield be laid from the French to the English coast, then the great harbours to the west (Portsmouth, Plymouth, etc.) would be cut off from the North Sea. The connection round Scotland would be difficult. Our own ships could pass by a channel known only to our own pilots.

Besides the mines, our torpedo and submarine division would come into action. The submarines will play a big role in the mine-laying.

Guerilla War.

When once these mines are laid forth with the heaviest artillery and airship sheds will be built. A guerilla war with submarines supported by air cruisers will cause our enemy much anxiety.

In the French harbours which lie opposite Great Britain our fleet of commerce-destroyers would also find a base. This seems to be more easily carried out because of England's repeated breach of international law.

That this will be no joke for the British Isles can easily be seen from the fact that England is, so far as food is concerned, dependent chiefly on foreign countries. Any disturbance in its supplies would be badly felt.

In spite of all England's mine-laying, in spite of her great fleet, she is always afraid of a German force landing in the United Kingdom. When the French north coast is in our hands such an invasion—which is now considered a foolish romance—will be easily possible, especially when England continues to send troops away from the island.

CHINA'S FLOOD AND FAMINE.

Reclamation Report Made by American Engineers.

Washington, October 31.

Major-Gen. George W. Davis, United States Army (retired), chairman of the Central Committee of the American National Red Cross, today gave to the Chinese Minister for transmission to his Government the report of a board of American engineers to the effect that a great section of China, which for centuries periodically has been a scene of death and suffering can be reclaimed from flood and famine.

When the report reaches the Chinese Government officials, it will be made public by them and by the American Red Cross simultaneously. The American engineers who went to China to study the situation in the stricken districts have just returned to this country. The board consisted of Lieut.-Col. William L. Sibert, of the Corps of Engineers, chairman; Mr. Arthur P. Davis, chief engineer of the Government's Reclamation Service, and Mr. D. W. Menz, professor of hydraulics, University of Wisconsin. Col. Sibert is the army engineer who built the Gatun locks, dam, and spillway of the Panama Canal. On the completion of this work the Chinese Government and the American Red Cross asked that he be assigned to the work of studying the situation in the famine and flood districts in China.

During the last six years, the American Red Cross has spent hundreds of thousands of dollars for famine relief in China, largely in the district which the American engineers have been studying with a view to reclamation. The territory in North Central China, approaching to within about 150 miles of the city of Shanghai, a part of the great country which has known but little rest from floods and subsequent famine for the last 2,500 years.

1,000,000 Lost their Lives.

In one flood in the district which it is hoped to reclaim, 1,000,000 Chinese lost their lives. The total number of deaths which have resulted from drowning and from starvation in the affected district is beyond computation. The American engineering party spent four months in the work of investigation. The members met a good many hardships, but they completed their labour and their report has been written.

Col. Sibert, who is the chairman of the Engineering Board, will leave Washington to-day to assume his duties as division engineer of the Central Division, which includes the Ohio River and its tributaries. His headquarters will be Cincinnati. Before leaving for his new duty, Col. Sibert told briefly of the result of the investigating work in China. He said:

"About 500 years ago the Yellow River, known as 'China's Sorrow,' left its bed to the north of the Shantung Peninsula and came south of that peninsula usurping that portion of the bed of the Huai River, lying between the Grand Canal and the sea. The Huai River empties into the Hantz Lake, a body of water about 700 square miles. The channel usurped by the Yellow River was the outlet of the lake.

"The Yellow River built up the bed of the Huai River, and filled Hantz Lake until its bottom is now thirty-three feet above the level of the sea, thus depriving the Huai River of its outlet to the sea and of the reservoir capacity of the lake. The Board investigated the question of making a new outlet to the sea for the Huai River and of an outlet to the Yangtze River.

New Outlet Feasible.

"Its investigation showed that it was feasible to make the outlet to the Yangtze River at less cost

VULGAR WAR POSTCARDS.

Strongly Condemned by German Officer.

The *Koelnische Zeitung* publishes the following interesting letter from a German officer commanding a company in one of the regiments now in France:

"Perhaps you will be so good as to assist, by the publication of these lines, in freeing our troops from an evil which they feel very strongly. I have on many occasions, when distributing among the men the postal packets, observed among them postcards on which the defeated French, English, and Russians were depicted in a tasteless fashion.

"The impression made by these postcards on our men is highly noteworthy. Scarcely anybody is pleased with these postcards; on the contrary, everyone expresses his displeasure.

A Tribute to the Allies.

"This is quite natural when one considers the position. We know how victories are won. We also know at what tremendous sacrifices they are obtained. We see with our own eyes the unspeakable misery of the battlefield. We rejoice over our victories, but our joy is damped by the recollection of the sad pictures which we observe almost daily.

"And our enemies have, in an overwhelming majority of cases, truly not deserved to be depicted in such a way. Had they not fought so bravely we would not have had to register such losses.

"Insipid, therefore, as these postcards are in themselves, their effect here, on the battlefields, in face of our dead and wounded, is only calculated to cause disgust. Such postcards are as much out of place in the battlefield as a clown is at a funeral. Perhaps these lines may prove instrumental in decreasing the number of such postcards sent to our troops.

The postcards here alluded to are the so-called *Ulkarten*—"comic" picture postcards, representing various war subjects.—*Exchange.*

than to the sea, and that by so doing the entire bed of the Hantz Lake could be reclaimed and made available for rice, which is the most valuable crop in this part of China.

"It also found that by draining the bed of the Hantz Lake it would be feasible materially to reduce the flood effects in 5,000 square miles of country immediately north of the lake. The Board also found that by making certain changes and improvements in the Grand Canal, which is simply an artificial river, it would be feasible to relieve a greater area from floods to the east of the Grand Canal, and furnish that country with a sure supply of water for irrigation purposes. The value of the land to be reclaimed, and the benefits that would come to the two areas referred to above, should, in the opinion of the Board, pay for the work proposed.

"The cost of the investigation was paid half by the American National Red Cross and half by China. The Red Cross is acting simply as an intermediary in this matter, trusting that the necessary Chinese bonds can be floated. The good offices of the Red Cross are to be exercised in marketing the bonds for the accomplishment of this work, thus to relieve the organization of the duty of assisting in relief work in the area which periodically for years has been devastated.

It is understood that the report of the American engineers includes an estimate of the cost of reclamation of the affected area in China and of the time which will be required to complete the work.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Paris Bourse has re-opened.

The Germans bombarded Oost-Dunkerke, east of Nieuport.

The King made an interesting speech before leaving France.

The French have completed the capture of the village of Vermelles.

The Russians have taken advantage of the lull in the fighting to reform their line.

The Allies have made notable progress south of Dixmude, and Roulers is now open to them.

It is reported that the bombardment of the suburbs of Cracow has been commenced by the Russians.

Owing to a strengthening of the Allies' positions, a German advance in Flanders is deemed impossible.

The German losses in the battle of Lodz are estimated at one hundred thousand, out of twelve corps engaged.

Lodz, having lost its military importance and presenting difficulties to the Russians with regard to communication, was evacuated.

Austro-German forces have appeared in the neighbourhood of Cracow, German reinforcements being brought up to "stiffen" the Austrians.

NEWS.

Interesting war items are given to-day.

Further notes on the crisis appear on page 4.

News from our Pakhoi correspondent appears elsewhere.

General news and an article on "The Kaiser Unmasked" appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

DON'T FORGET.

TO.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Saturday, Dec. 12.
Boxing Tournament at City Hall—9 p.m.
Monday, December 14.
Organ recital at St. John's Cathedral—6.30 p.m.
Saturday, December 19.
Y.W.C.A. Sale of work at St. Paul's College.
Saturday, January 30.
Garden Fete, H.K. University.
3-7 p.m.

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Hongkong, 16th August, 1910

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 also a good knowledge of Man-
 darin and Hakka.
 Those who intend learning the
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Hongkong, 29th Jan., 1912.

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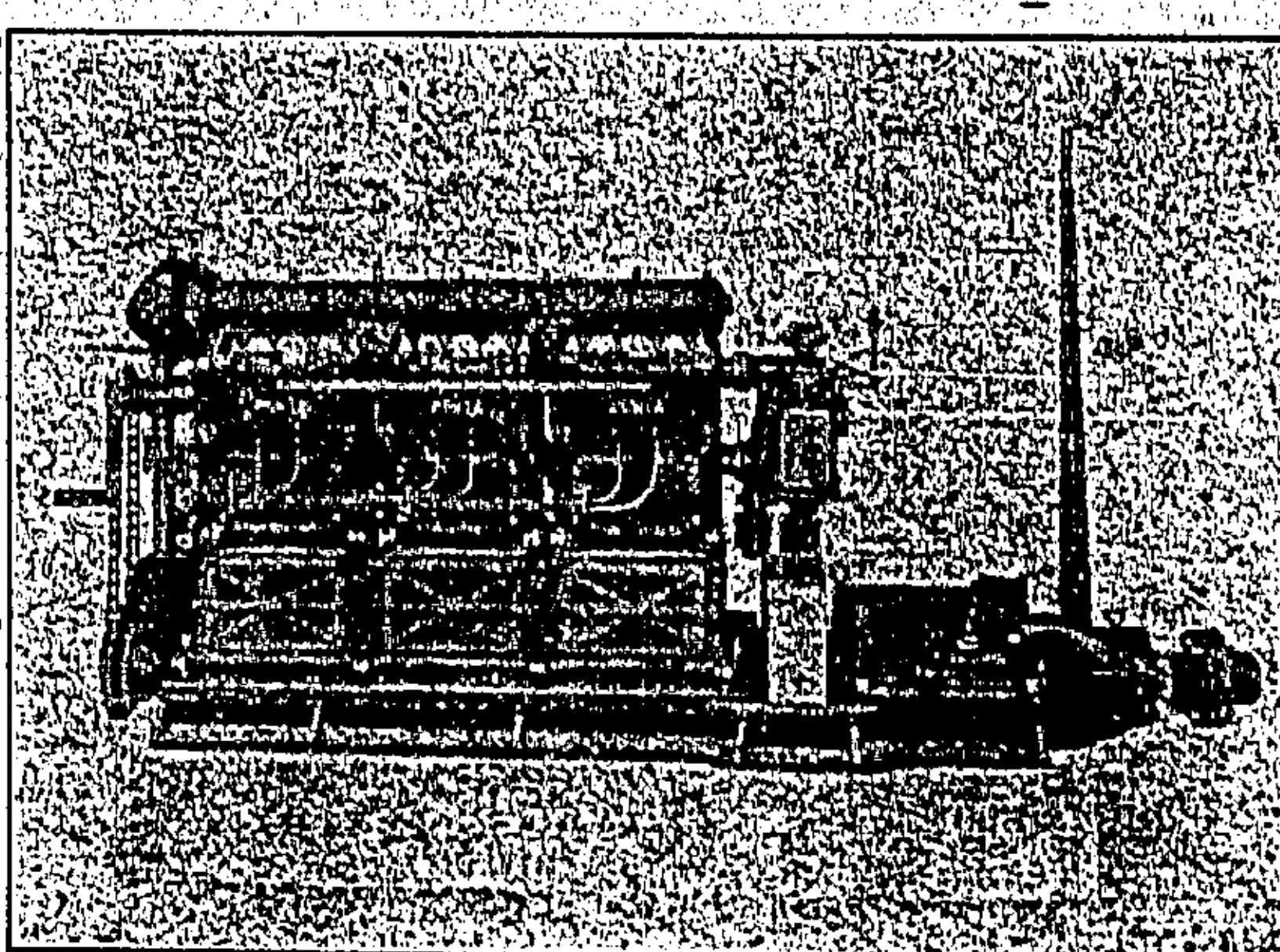
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CONTemporaries.

South China Morning Post.

The Customs Service.
 An interesting move may be
 attempted ere long in regard to
 the Chinese Maritime Customs.
 One of China's chief aims for
 some years—openly avowed since
 the establishment of the Republic
 —has been to obtain control of
 this highly efficient branch of the
 administration, the one tangible
 asset for many years concerning
 which China's creditors have had
 no cause for misgiving or anxiety.
 Since the outbreak of the war in
 Europe the service has been
 depleted of a considerable portion
 of its staff. Germans, Austrians,
 Russians and Frenchmen have
 had to return to the colours,
 while many British subjects have
 also responded to the country's
 call by volunteering for service
 at the front. Many posts have
 thus been suddenly vacated.

Daily Press.

China's Sugar Industry.
 Modern machinery must be
 introduced sooner or later, if
 progress is to be made, and there
 is no reason why modern
 mills should not be run in China
 as well as in Japan. The Chinese
 make good mechanics. But
 China must follow Japan's ex-
 ample and not hesitate to engage
 foreign supervisors of the ma-
 chinery until the knowledge of
 mechanics is sufficiently wide-
 spread in China to enable her
 safely to dispense with foreign
 assistance. If we mistake not
 the aim of the Ministry of Agri-
 culture is to promote the estab-
 lishment of modern mills by grant-
 ing them protection from competi-
 tion in certain defined areas. Among
 the recommendations approved by
 the President is one which gives
 the Ministry of Agriculture the
 power to assign a district for a
 mill and to exclude competition
 in that district, while requiring
 all cane produced in the district
 to be sold only to the mill estab-
 lished there under official sanc-
 tion. We think the Ministry
 over-sanguine when it says that
 the sugar industry will quickly
 develop under such a policy, but
 the effort will be watched with
 interest.

China Mail.

War's Dislocation of Supply
 and Demand.
 The real measure of wealth is
 the income of a nation, and it is
 computed that in the United
 Kingdom the total per annum is
 2000 millions sterling. Any
 diminution of this income
 exercises necessarily a weakening
 influence even when the nation is
 at war. A large part of the pro-
 duct of labour, and therefore a
 considerable proportion of this
 2000 million, must be utilised
 directly in the war (in addition
 to the 77 million spent normally
 each year on the Navy and Army),
 and from a narrow economic and
 material point of view all this is
 waste. But mankind, in spite of
 many a lapse, nurtures ideals
 higher than food and pleasure,
 and chief among these is national
 existence, for which it is ready to
 pour out its money as if it were
 water. At the same time it is in-
 cumment on the nation to maintain
 its income to the fullest extent, and
 as far as possible, to compensate
 for the flow of money to the fight-
 ing line. Professor William Smart,
 in his recent address at the Royal
 Philosophical Society at Glasgow,
 did well to direct attention to this
 phase of the existing situation,
 and particularly to the dislocation
 of supply and demand.

New Japanese Cruiser's
Second Trial.

Another trial of the Haruna,
 the battle cruiser built at the
 Kawasaki Dockyard, has taken
 place with great success. It will
 be remembered, says the Koko
 Herald, that a few days ago an
 engineer in charge of the con-
 struction committed suicide, and
 rumours were circulated that he
 had killed himself owing to his
 failure on the vessel. The success-
 ful trial of the vessel has now
 cleared away all such rumours.

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Developing, Printing & Enlarging.
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GENERAL NEWS.

Tussah and Khaki.
At a gathering of the Silk Association of Great Britain and Ireland and the Silk Club at Manchester, Mr. A. Mellor, of Brighouse, said he had been deputed by his firm to call attention to the use of tussah yarn in the manufacture of khaki. An experiment had been tried by a firm who had made patterns of cloth from tussah silk, wool, and worsted. The samples had been approved by the War Office. But the question of cost came in. If the authorities, however, would sanction the expenditure of about 1s a yard extra they would be repaid in the lightness, durability, and the excellence of the cloth. The soldiers would have less to carry, and all the strength necessary in the fabric would be found in the tussah fibre. An offer to clothe a certain reservist company in Brighouse had been accepted, and an order had been already given to clothe a battalion of the Yorkshire Regiment.

Rev. P. J. MacLagan.
The Rev. P. J. MacLagan, M.A., D. Phil. (Edin.), late of Swatow, has kindly promised to preach at the Singapore Presbyterian Church on Sunday, December 20, at 5.30. Dr. MacLagan is the newly-appointed general secretary for foreign missions, and goes to take up his quarters at the church offices in London. He is now visiting all the stations of his communion in China, Formosa, the Straits and India.—*Straits Times*.

Ashamed of his Country.
A German tradesman at Ramsgate, Ernest Kludus, fifty-two, who was found hanging dead on Saturday, left the following note for his wife, an English woman:—"Forgive me, but you will be free. You can get your nationality back. My native country has disgraced itself and all its people wherever they are. I think I have lived to give no offence to anybody. This horrid war! I shall be sent away and I cannot bear to leave you."

Bravo Sutton's Seedsmen!
More than seventy of the staff of Messrs Sutton and Sons, the famous Reading seedsmen, have joined the colours. The firm has equipped a fully up-to-date rifle range for the use of those among their employees remaining at home who have, to the number of 212, formed themselves into a rifle and drill club. At the opening of the range, the first shot was fired by Mr. Arthur W. Sutton, the senior partner.

Old Singaporean's Death.
There died at his residence in Cavenagh Road, Singapore, last week Mr. J. M. Scully, at the age of 80 years. He was born in Penang, and during the rubber boom, about four years ago, whilst residing at Soremban, he made some money in rubber estates in the Negri Sembilan. After that, he came and settled down in Singapore, but his venturesome spirit induced him again to go into the rubber business but unfortunately this time with disastrous results. Lately, says the *Singapore Free Press*, he had been round to the Anson and Natus Islands on a copra business in connection with some British firm at home, and it was whilst there that he caught malaria, and when he returned to Singapore about a week ago he was in a complete state of collapse and the fatal came on Sunday evening. The funeral and burial took place on Monday afternoon at the Bidadari cemetery.

Singapore Legislative Council.
The business to be transacted at the Singapore Legislative Council meeting last week included the third reading of the Final Supply Bill and the Widows' and Orphans' Pension Ordinance Amendment Bill, the first reading of the Public Trusts Bill, and the Penal Code Amendment Bill, the second reading of the Railway Ordinance Amendment Bill, and the Committee stage of the Merchant Shipping Ordinance Amendment Bill, the Life Assurance Companies Bill and the Companies Bill.

Prince of Wales and Perak.
Ipoh, November 28.—The Perak Club has received a letter of thanks from the Prince of Wales for its contribution of 100 guineas to the Prince of Wales National Relief Fund, also a letter of thanks from the Treasurer to the Fund.—*Straits Times*.

NOTICE

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THE KAISER UNMASKED.

His Perfidy Told in his Own Words.

For the first time the letter written to the late Lord Tweedmouth, when he was First Lord of the Admiralty, by the German Emperor, on February 14, 1908, is made public by the London *Morning Post*. It is a literal transcript of the original document, in which occur a few slips in spelling. The significance of the letter can be understood only in the light of the naval and political situation of six years ago.

"It was stated in Parliament that in the year 1910 Germany, according to her Naval Law, would have thirty-six vessels of the 'Dreadnought' type; a number which would involve the building by this country of forty-four such vessels in the same period, towards which the Government were only providing two in the current year. It was also stated that in the year 1911, Germany would possess thirteen 'Dreadnoughts' and Great Britain only twelve, which statement was founded upon reasonable assumptions.

The German Emperor, who signed himself 'William, I.R., Admiral of the Fleet,' began his letter by a reference to 'my last pleasant visit to your hospitable shores,' when he tried to make the British authorities understand what the drift of German naval policy was.

No Challenge Meant.
Later occurs the following remarkable passage:—

"It is absolutely nonsensical and untrue that the German Naval Bill is to provide a Navy meant as a 'challenge to British Supremacy.' The German Fleet is built against nobody at all. It is solely built for Germany's needs in relation with that country's rapidly growing trade.

"Our actual programme in course of execution is practically only an exchange of old material for new, but not an addition to the number of units originally laid down by the Bill 10 years ago, which is being adhered to."

It seems to me that the main fault in the discussions going on in the papers is the permanent ventilating of the so-called 2-3 or more power standard and then only exemplifying on one power, which is invariably Germany.

"It is fair to suppose," the Emperor continued, "that each nation builds and commissions its Navy according to its needs, and not only with regard to the programme of other countries."

"Therefore it would be the simplest thing for England to say: I have a world-wide Empire, the greatest trade of the world, and to protect them I must have so and so many battleships, cruisers, etc.—as are necessary to guarantee the supremacy of the sea to me, and they shall accordingly be built and manned."

"That is the absolute right of your country and nobody anywhere would lose a word about it and whether it be 80 or 90 or 100 battleships that would make no difference and certainly no change in the German Naval Bill!"

May the numbers be as you think fit. Everybody here would understand it, but people would be very thankful over here if at last Germany was left out of the discussion. For it is very galling to the Germans to see their country continually held up as the sole danger and menace to Britain by the whole press of the different contending parties; considering that other countries are building too, and there are even larger fleets than the German.

Sir John Fisher.
Lord Fisher about this time had written a letter in which he said that "every German from the Emperor down to the last man wished for the downfall of Sir John Fisher—who was then First Sea Lord. The Kaiser's comment on this was:

Now I am at a loss to tell whether the supervision of the foundations and drains of the Royal Palaces is apt to qualify somebody for the judgment of Naval Affairs in general. As far as regards German Affairs Naval the phrase is a piece of unmitigated balderdash, and has created an immense merriment in the circles of those 'who know' here. But I venture to think that such things ought not to be written, by people who are high placed, as they are liable to hurt public feelings over here.

It was preposterous, added the Kaiser, to infer that German authorities worked for or against persons in official positions in foreign countries.

It is as ridiculous as it is untrue, and I hereby repudiate such a calumny. Besides to my humble notion this perpetual quoting of the 'German Danger' is utterly unworthy of the great British nation, with its world-wide Empire and its mighty Navy; there is something nearly ludicrous about it. The foreigners in other countries might easily conclude that the Germans must be an exceptionally strong lot as they seem to be able to strike terror into the hearts of the British, who are 5 times their superiors!

Hypocrisy.
Then came a passage which is illuminating in view of what has since happened:

I hope your Lordship will read these lines with kind consideration. They are written by one who is an ardent admirer of your splendid Navy, who wishes it all success, and who hopes that its ensign may ever wave on the same side as the German Navy's, and by one who is proud to wear the British naval uniform of an Admiral of the Fleet, which was conferred on him by the late great Queen of blessed memory.

"Once more," the Emperor writes in conclusion. "The German Naval Bill is not aimed at England, and is not a 'challenge to British Supremacy of the Sea,' which will remain unchallenged for generations to come."

Side by Side.
From the *Morning Post's* leading article on the letter we quote the following extract:—

When the time comes to write the history of the war, it will probably be found that the intention of Germany to make war during this year was known as early as May last, and that the

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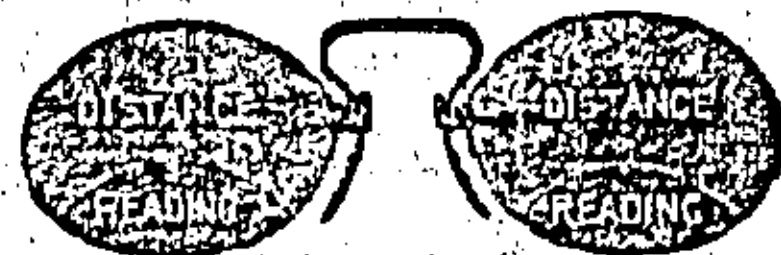
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original intention was to delay the moment until after the harvest. But it is to be believed for an instant, that the whole of German policy, not merely from 1908, when the Emperor excommunicated his epistle of peace, but from 1900, the year of the Naval Law, and from before that, was not directed to a single end? Is it conceivable that when the Emperor wrote to Lord Tweedmouth, he, the War Lord, was ignorant of German ambitions and of German policy?

Rice in Japan.
Rice is cheaper than it has been for a long while, and it is not expected that any considerable rise will be seen for some time. The stocks now available are reckoned at 61,500,000 koku, which the *Mainichi* calculates as follows: At the beginning of the year there were 9,000,000 koku on hand on the market, and it is

estimated that 6,000,000 koku of this has been consumed; to the 3,000,000 koku remaining we have to add 56,000,000 koku of the new crop, 2,000,000 that will be imported from Korea and Formosa, and 500,000 of foreign rice now on the market. If Japan's annual consumption be put at 55,000,000 koku, there is 6,500,000 koku to spare in the year's supplies. The only profitable thing to do with this is to export it, but shipments to Europe are now impossible on account of the war; while the appearance of large exporters on the market would send up the price, so even if other difficulties were got over, no great export is to be looked for.

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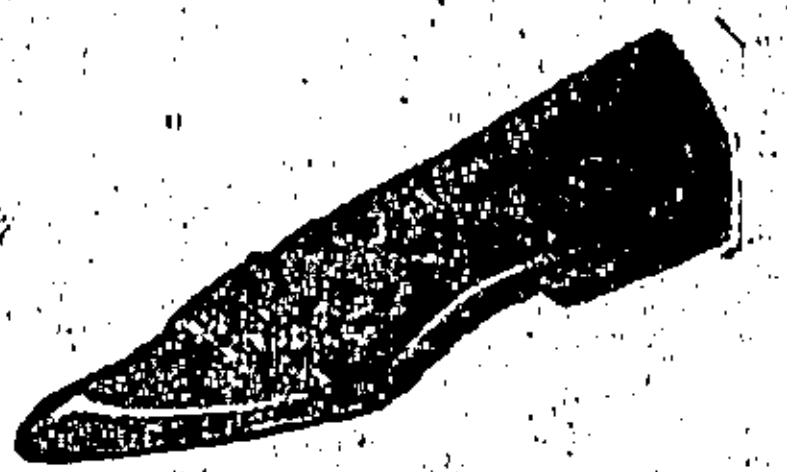
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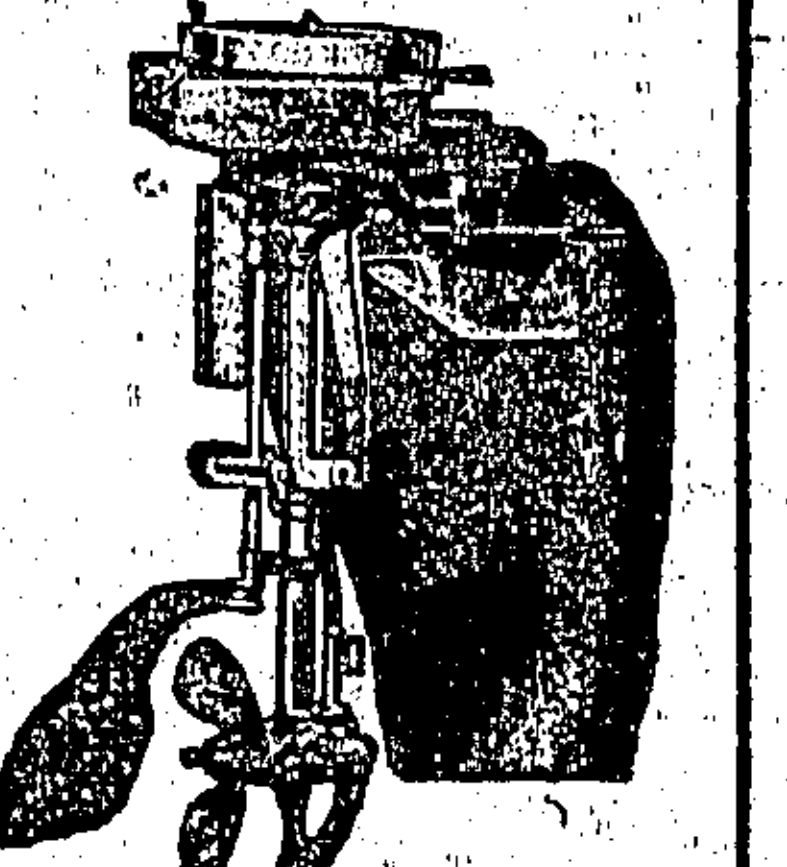


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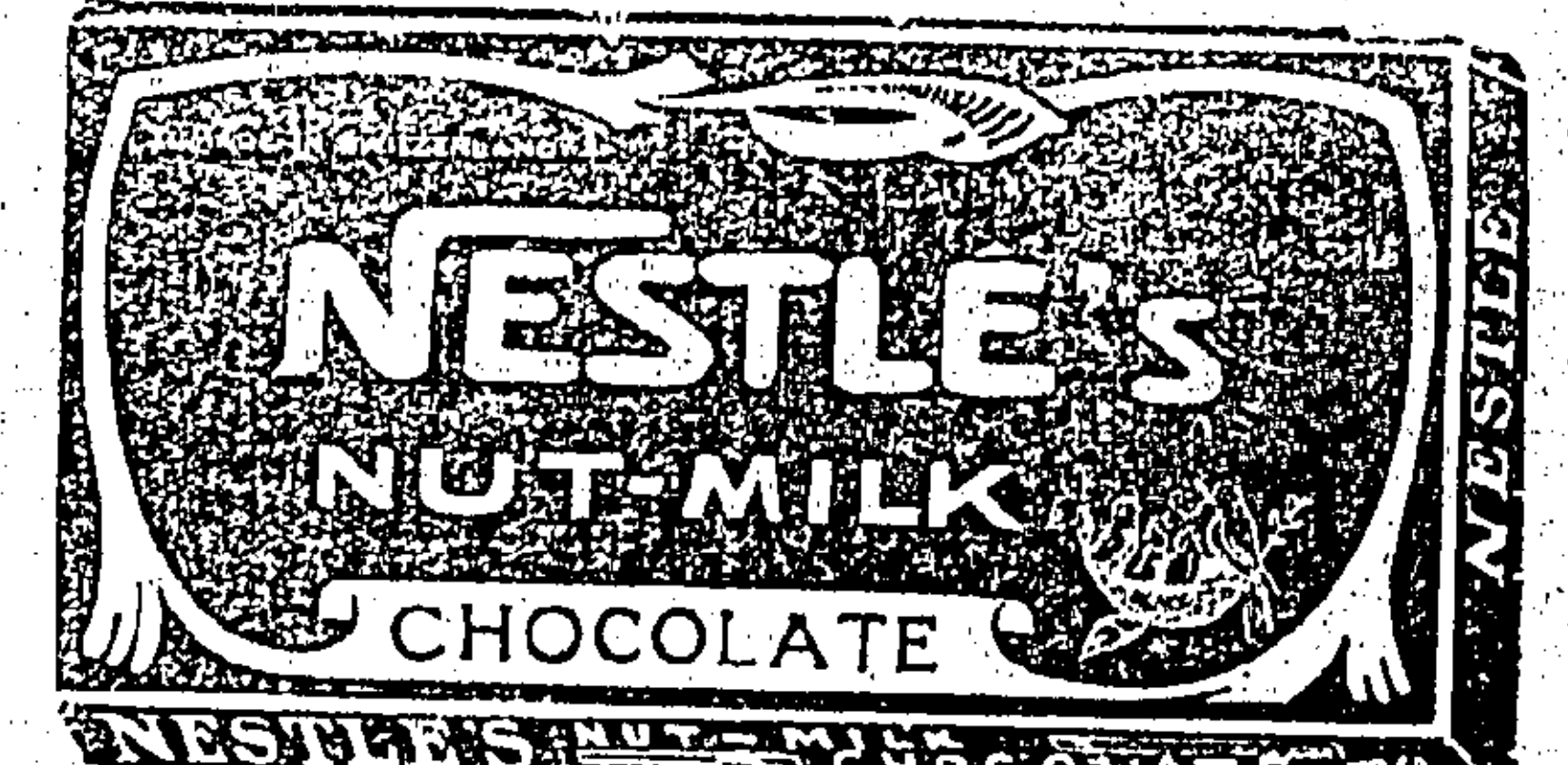
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By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 9, 1911.

SOME OBJECTIONS ANSWERED.

We have already on more than one occasion referred to the Government scheme for the acquisition of all private moorings and buoys in Hongkong harbour, their re-arrangement, and the billings of vessels thereto. In doing so, we have endeavoured to show that the opposition raised to the scheme in certain quarters is without justification, resting, as it does, on what looks very like a policy of making mountains out of mole-hills. The objectors, in fact, appear to have gone out of their way to discover possible weaknesses in the scheme rather than to have sought to see the good that is in it. We return to the question in order to examine one of the chief grounds of opposition and to show how great an improvement the new proposals will be on existing conditions.

This scheme, it is well to recall, is no new-fangled idea pushed forward on the spur of the moment. It springs from definite proposals advanced so far back as 1902 by the present Harbour Master—proposals which form the backbone of the plans now adopted by the authorities. Those proposals were made solely in the interests of Hongkong as a shipping centre—"with a view to providing more accommodation for the ever-increasing shipping using the port." In putting them forward, the Harbour Master foresaw considerable opposition to the scheme from old-established shipping firms who might consider that they had a vested right to the positions occupied by the buoys, although from the fact that the moorings are only laid in the harbour on sufferance, the existence, legally, of such a right, is more than doubtful. It was predicted by the Harbour Master, when he advanced his scheme, that the chief grievance would centre round the uncertainty as to what part of the harbour an incoming ship would be required to go to, and his assumption has proved to be well-founded. But why there should be any uncertainty, confusion or delay we fail to see, as the scheme has been so well drawn up as to reduce such contingencies to a minimum. By the new arrangement, the moorings will be classified in three groups, the buoys of each group will be of a distinctive colour, and every buoy will be numbered. Shipping companies will be furnished with small charts of the harbour, showing the arrangement of the moorings, and it will be to the companies' interests to see that all their vessels are supplied with these charts. A vessel entering the harbour will ascertain either from Green Island or Cape Collinson the number of the buoy to which she is allotted, and thus there can be no question of delay in foggy weather, which the objectors to the scheme prophesied, for if the weather is clear enough for a ship to come into harbour at all, it will be clear enough to enable that vessel to communicate with either of the stations mentioned.

So far as ocean-going vessels, as opposed to coasters, are concerned, the new scheme will work with the utmost smoothness. These big ships all take on pilots and it will be an easy matter for the pilots, before going out, to ascertain from the Agents, where they are to be billeted. The Harbour Department, too, being in telephonic communication with the signalling stations, naturally possesses better facilities than the shipping companies for getting into touch with incoming boats. The foregoing observations show clearly that the difficulties which may arise are by no means insurmountable; they will, in fact, be easily overcome. Putting them, therefore, on one side, and looking to the larger benefits which the scheme will confer, the great point is that no vessel will get a worse billet than it has at present, while many will secure positions which will be much better.

Kowloon's New Lamps.

There is no doubt that the lighting of Kowloon will be materially improved when the new lamps down the centre of Nathan Road are in working order, but in the carrying out of the scheme there are a couple of matters which have been overlooked. In the first place, the standards are apparently of cast-iron, and their bases are quite unprotected. There is a good deal of vehicular traffic in Kowloon at present, and any one of these days we may see a military waggon dash into one of the new standards and bring it to the ground. Some sort of protection should therefore be provided. It is unfortunate, too, that the erection of the standards on the farthest section of the road has resulted in the only tarred portion of the thoroughfare being made impossible of use. Here only the centre of the road has been macadamised, and traffic is now diverted to the sides, which are in a very bad state of repair. Slang.

We quoted, yesterday, one or two examples of the use of slang by officials. Of course the gentleman in question—Admiral Beatty, Lord Buxton and Commodore Tyrwhitt—are a long way from standing alone in this offence; if offence be. The question is: can slang be avoided nowadays? Its use is begun in boyhood and the odds are about a thousand to one against one's ever losing the habit thereof. The British schoolboy would promptly be hammered by "the other fellows" if he dared to call things by their accepted dictionary names; and quite right too, for the correct-speaking boy is invariably a young prig who stands sorely in need of kicking or crying. Once the boy leaves school, whether he goes into business, to the university, into the army or where-not, he finds himself faced with more slang; the recognised expressions relating to the particular walk in life which he has chosen. If the clergy and the schoolmasters and lawyers have their accepted argot, why should not the same latitude be extended to every other branch of society—including the sports field, the prize ring and the race-course? A Useful Mode of Expression.

Obviously we use slang from sheer habit and because it saves time, trouble and circumlocution. A Hongkong man says "maskee," or a Singaporean "tid'apa," a thousand times to one "it doesn't matter"; of course, because he has formed the habit and is "out for" time saving. Again, there are occasions whereon slang is infinitely more expressive than correct English. When, for instance, Admiral Beatty talks of "spotting," he is employing the one word which exactly fits his meaning. One of the most interesting points about the use of slang concerns the unwritten laws which divide it from vulgarity. One word or expression is quite permissible in the drawing room, while another—just as harmless in itself—becomes bad form when used in a mixed company. Why should it be allowable to talk of indulging in a "scotze," and vulgar to talk of having a "dose"? Why should "elevated" be polite and "boozed" or "canned" be coarse? An early answer will oblige.

Hybrid Costumes. There was a time when the artist in the Asiatic was strong; otherwise the native costumes found in various parts of this big continent could not be so beautiful as many of them undoubtedly are. European influence has, however, fallen like a blight on the luckless natives' sense of what is comely and dignified where dress is concerned, and the result is a mixture of the pathetic and the ludicrous. Yesterday we saw two girls to make angels weep—or laugh. In Queen's Road we passed a Japanese gentleman in bowtie, hakama, etc.—plus a pair of thick leather boots and a "bowler" hat; and a little farther on we encountered a Malay woman wearing over her white baju and multi-coloured sarong, a shabby, fawn-coloured alster, with velvet collar and cuffs. These instances are terrible enough, but we recall having seen, in Colombo, something to cap either: a Sinhalese gentleman in a "Muller's-out-me-down" hat, frock coat and grey trousers and, over the greater portion of the trousers, a blue, green and red checked sarong!

DAY BY DAY.

A CHEERFUL TEMPER JOINED WITH INNOCENCE WILL MAKE BEAUTY ATTRACTIVE. KNOWLEDGE DELIGHTFUL, AND WIT GOOD-NATURED.—Athenian.

The Weather.

Lower level 8 a.m. Temp. 50; fog.
At the Peak 8 a.m. Temp. 54; fog.

The Mails.

Siberian Mail.—Closed to-day at 1 p.m.
Canadian and U.K. Mail.—Closed to-day at 1 p.m.
Siberian Mail.—Closes to-morrow at 3 p.m.

Count the Columns.

Yesterday the Telegraph published 35 columns of solid reading matter. To-day there will be 36 published.

The Dollar.

The rate of the dollar on demand to-day is 9.11-16d.

Has Not Come Back.

It is reported to the police that a Chinese, entrusted with the sum of \$220 with which to buy boots, has not since returned.

Stolen Pipe.

A brass pipe, valued \$40, the property of the P. W. D., has been stolen from Wong-nei-chong Road.

Rough Weather.

The S.S. Shaoching, which arrived to-day from Shanghai, reports having experienced strong monsoon and heavy seas on the run down.

GERMANY'S CAMPAIGN OF LIES.

Truth Laid Bare by the "Vorwaerts."

While most German papers continue to publish allegations of revolting cruelty against the Allies, the Vorwaerts writes as follows:—

"We have frequently proved the untruthfulness of a great number of reports regarding the alleged cruelties practised on German civilians and soldiers. To-day we are in a position to disprove more of such allegations."

The Vorwaerts then proceeds to characterise as a figment of imagination a story published by the Berliner Tageblatt that German soldiers had been sold or given to them cigarettes and cigars filled with powder. The Vorwaerts goes on to say that not a single case had been officially established. Among the many reports was one that the eyes of German soldiers were being gouged out by franc-tireurs. "Every eye," said the Vorwaerts, "which was damaged or destroyed has been immediately transformed into an eye gouged out by franc-tireurs."

Socialist Leader's Enquiry. The Vorwaerts continues:—"The other day a well-known Berlin newspaper published in large print a statement that in the hospital at Grosslichterfelde alone there were ten slightly wounded German soldiers whose eyes had been gouged out by nefarious hands. Our comrade, Dr. Liebknecht, on enquiry from a medical director of the above hospital received from Professor Rautenborg the following reply:—

There is, fortunately, no truth in these reports."

The Tagliche Rundschau recently published the following letter from a German prisoner of war:—

Dear Parents.—On the 7th of September I was shot through the lung. Our field hospital No. 7, which was undefended by troops, fell into French hands. We are now French prisoners of war. The French treat us like comrades, so we may look calmly on the prospect of rather a long imprisonment.

NOTES ON THE CRISIS.

THE GERMANS HELD.

How the Enemy Has Failed in Belgium.

News which we have been anticipating for some time past has come through in the announcement that the enemy in Flanders has been penned in with little hope left of forward movements in the future. While we have been keeping the Germans in their trenches, we have been busy in other directions as well, filling up gaps here and strengthening positions there, so that when the enemy ventures out again, if he does, he will find himself up against a solid wall of opposition. Some few weeks ago the Germans were perilously near the Channel ports, but the situation wears a vastly changed aspect just now. Inch by inch the Allies are creeping forward, and the Kaiser's soldiers may now very well parody our own Tommies' war-song and sing, "It's a long, long way to Calais."

A Difficult Country.

The Allies' progress in Flanders may not have been marked by rapid advances, but when one considers the nature of the country, that need not be altogether wondered at. A thickly populated territory offers considerable hindrance to the scientific movement of great armies. The countryside in Flanders is crowded with cities, which, as a correspondent to one of the leading Home papers has pointed out, are tied together by populous villages, criss-crossed with canals, railway embankments and irrigation ditches; cut up by quarries and coal-pits; chequered with hedges and park walls; and thickly strewn with human habitations, which, after the solid fashion of the buildings there, makes of every peasant's cottage a miniature fortress. Thus it comes about that the fighting has been less a movement of armies than a huge melee—the fighting has been from street to street, from house to house; barricade warfare on a huge scale. That explains such an incident as the protracted struggle for the possession of a point of vantage such as the fort of the man's house mentioned in the telegrams a few days ago. In spite of these factors, however, the Allies are gaining ground in such a way as to emphasise in a most pointed manner the failure of the great scheme on which the Kaiser had set his heart.

What Now? To what purpose now is the German occupation of Belgium? The prime object in floating the neutrality of the country was, of course, to facilitate the advance on Paris. When that plan failed, the idea was changed to a contemplated dash on Calais and Dunkirk. Now that intention has been frustrated, and the enemy may now very well be wishing that he were nearer home than he is. Ostend, of course, is still occupied, as well as one or two other points along the Belgian coast. But what advantage that is to the Germans, one fails to see, especially since it has been shown that the British naval forces can play havoc with the enemy when he exposes himself to attack by sea. Some little time ago we read of plans by the Germans for putting the coast in a state of defence and for mining the entrance of Ostend harbour. These are very necessary precautionary steps if the enemy wishes to hold the points he now possesses, but such activities only once again throw into relief the plight in which the Germans find themselves: they pose as invaders, but they are chiefly concerned to establish sound defensive positions. Progress does not lie that way, it is certain.

Guilty Freed by Humour.

"Without humour you cannot do anything," said Mr. H. F. Dickens, K.O., speaking at a Red Cross meeting at Peterborough. "I know one thing, you cannot get verdicts without it. Believe me, I got many men off who should be undergoing duress vile by making things pleasant for the jury."

THE R.N.R. BLUEJACKET.

Some Remarks on "Jack" of the Naval Reserve.

(SPECIAL ARTICLE.)

Most of us in Hongkong know the Royal Naval Reserve officer fairly well, though perhaps we never saw him in his Government uniform till the outbreak of the present war necessitated his donning it. He is to be found in every port along the Coast, and on almost every British liner and cargo boat that enters Hongkong. He is a rare good fellow, usually enjoying the best of health, both in mind and in body; hospitable, careless of his money, and quite a good hand at enjoying himself when on shore, even though he may live a life of monastic regularity and self-discipline when aboard his ship.

But, since sailing vessels vanished from this port, it is but rarely that we meet, in Hongkong, the type of man who is now acting as a bluejacket of the Reserves for, save in the case of a few quartermasters from the big liners, there is seldom any reason for his coming here.

Now the difference between the Naval Reserve Jack and the Service Bluejacket is by no means the same as that which exists between the volunteer soldier and Tommy of the Regulars. The R. N. R. man has had infinitely better opportunities, in most cases, of making himself efficient than the Territorial; for, more often than not, he has been at sea from boyhood and has usually either begun on a training ship or else has come of generations of sea-farers and has worked, almost from childhood, on fishing boats or colliers. In the latter case, the fear of God—by means of a ropes-end—has been instilled into him at an early age; and, even though the notions of discipline with which he has grown up may not be quite the same as those that obtain in the Navy, he still never loses the instincts of swift obedience.

Compared with the ordinary bluejacket he often seems, to the outsider, something of a greenhorn. This is because, in many cases, he is not a deep water man and has but little familiarity with large towns (unless, of course, he happens to hail from Liverpool, Cardiff, Bristol or Newcastle). Often his longest journey has been to Antwerp or Havre or Hamburg or perhaps up the Rhine, in a light schooner. His pay before the war was so trifling that, when in Port, after one joyous "bust-up," he finds it more economical to remain on board; and so he sees little of shore life. Or perhaps he is a herring-fisher, an oyster-dredger or a deep-sea trawler; in which case he may never have seen any place but his native town or village and the port at which he spends annually a month, "putting in his drill."

All told, Jack R.N.R. has been trained in a rough school—and herein comes his value to the country at such a time as the present. To his way of thinking, the Navy man is "too much looked after," "too pampered, has too little to do and 'leads a gentleman's life.'"

When he returns from his month's drill he is full of the praises of Service chow, which he admits is miles ahead of what he is used to. He regards life on a battleship as something like a holiday—which, of course, it is to a fisherman who is often called upon to work double tides on scant rations, or to a foreman on a "Geordie" whose skipper requires four men to do the work of one and who must sometimes toil sixteen hours at a stretch, through a North Sea winter gale. But the hardships endured by such men have been far from impairing their vigour; anyone who knows the Scots, Irish, West-coast or East-coast fisherman knows that his physique will compare not unfavourably with that of the Navy man, as will also that of the foreman on the coal brigs and schooners. The sea has strengthened and disciplined him as nothing else could; he is happier and more at home on it than anywhere else; and, when it comes to facing danger or death, he will have little new to learn, for he has faced both, times out of number.

SUBMARINE BATTERY DAMAGED.

Naval Yard Worker Convicted for Theft of Metal.

This morning, at the Police Court, before Mr. F. A. Hazland, a Chinese was charged with the theft of a quantity of metal from the Royal Naval Yard.

Evidence was given by Sgt. Cooper, of the Dockyard Police, to the effect that a report was made to the main gate that a battery for a submarine had been wilfully damaged and that parts of it were missing. When the coolies were searched on leaving the yard, the metal was found in a basket which defendant was carrying.

It also transpired that the defendant had returned from banishment, and the punishment meted out to him for both offences amounted to eight months' imprisonment and four hours' stocks.

Another Chinese, charged with a similar offence, was sent to prison for two months and four hours' stocks.

VICTORIA THEATRE.

Two highly sensational long films were screened for the first time at the Victoria Theatre last night. The first, "The Judgment of the Jungle," contains some beautiful tropical views, and deals with the exploits of a young lady who lives in the jungle and eventually has a long life-struggle with a leopard; while the second, "At the Mercy of the Waves," is a pretty and pathetic story, admirably staged by the Gaumont Company, of a tiny girl's adventures in a drifting boat. Both pictures are well worth seeing. Another great attraction is the latest Graphic out from Home, containing some good pictures illustrative of the beginning of the war.

PAKHOI NEWS.

(From our own Correspondent), Pakhoi, Dec. 7, 1911.

We are wondering whether it is true that the Chinese desire for the total abolition of opium is genuine. Lately there has been much indignation over the discovery that French prepared opium was being smuggled into Hainan. But this has been eclipsed by the news leaking out that a Chinese gunboat in the beginning of October had seized a Chinese-owned launch off Tung Hing and found on board eighty cases of Yunnan opium. It is stated that the seizure has been forwarded to Canton.

The indigo industry, which was at a low ebb for some years, has, owing to the absence of German artificial dyes, revived considerably, and large quantities are just now being shipped to Hongkong. In the beginning of November a Major of the Turkish Army was deported from Bangkok by the authorities and landed at Rangoon. News has been received here that the gentleman has grown tired of Hainan and has left by native junk for this port and is hourly expected.

A German missionary, who, since the beginning of the war, has, through the issue of a sheet printed in Chinese, been educating his flock in German "Kultur" by announcing the sinking of the British fleet, the taking of Hongkong, and other little pleasantries, has in his latest issue announced that "the English pirates have stolen all the good German Colonies!"

How He Knew.

Tommy arrived home one day with a nice new golf ball. "Look at the lost ball I found on the links, pa," he said. "But are you sure, Tommy," asked his father, "that it was a lost ball?" "Oh, yes," said the boy. "I saw the man and his caddy looking for it."

WAR ITEMS.

Private Devick, K.O.Y.L.I.
Says the *Singapore Free Press*, Private Devick, formerly of the 1st K.O.Y.L.I., who will be remembered as the tall and clever centre-half of the Koyils' football eleven, has been fighting at the front since the war began. He was in the thick of the battle of Mons, and came through that and the subsequent disheartening long retirement unhurt. Devick completed his seven years in the army last autumn, in Singapore, and proceeded home. He is a Northampton man. As a reservist he was called out immediately on the outbreak of war, and joined the second battalion of his regiment, which was in the first expeditionary force, and met with severe losses during the early fighting.

The Queen and Mr. Blatchford.
The Queen has sent a parcel of copies of Mr. Robert Blatchford's book, "Germany and England," for distribution in the Y.M.C.A. tents at the new Army training camps. "England and Germany" contains Mr. Blatchford's famous articles in the *Daily Mail* which laid bare the German war plot. It is the clearest explanation of why the British Empire is fighting and of what is at stake.

A "Barbaric" Appearance.
The *Voetsche Zeitung* sarcastically describes the British prisoners as not only obliged to work if they wish to eat, but troubled by the necessity, in the absence of razors, of wearing long beards, which give them a "barbaric" appearance.

Railwaymen as Volunteers.
A revised list of the numbers of railwaymen who have joined the colours, published by the *Railway News*, shows that 24 railways have contributed over 54,000 men. Allowing for the figures of other companies not yet published, the total must be at least 56,000 for the United Kingdom.

A Sporting Volunteer.
J. E. Raphael, the old Oxonian and Surrey cricketer and Dark Blue "Rugger" international, has left the H.A.O., and is now lieutenant in the 9th Battalion Duke of Wellington's Regiment.

The Nizam's Letters.
Delhi, November 11th.—H. E. the Viceroy has received a letter from H. H. the Nizam of Hyderabad in which His Highness says that, as a true Mohammedan who has the welfare and prosperity of his community at heart, and who takes a just pride in the glories of the Mohammedan nation, he is not but view with profound grief the unwise, short-sighted and futile course adopted by the Turkish Government in joining Germany as one of her Allies in the war now raging in Europe. His Highness adds that, true to the traditions of his House as a faithful Ally of the British Government, he regards it not only as a duty but as a privilege to place all the influence at his command towards assisting the British Government, and he has every hope that his co-religionists in India will not be misled into any seditious action, whether open or covert, against a Government which all thinking men recognise to be the friend and protector of Islam.

British Deposits in German Banks.
The London *Gazette* announces that according to information received by the United States Ambassador from the United States Embassy at Berlin, and communicated by His Excellency to the Secretary of State for Foreign Affairs, the deposits of British subjects in German banks are not subject to seizure. Claims to withdraw such deposits will not, however, be entertained by the German Courts until further notice.

Canada's War Expenditure.
A letter from Ottawa states that the Canadian Government has announced that an arrangement has been made with the Bank of England to advance all the money required this year for Canada's military and naval expenditure. Later on a permanent war loan will be floated. The amount voted so far is fifty million dollars, but probably a much larger amount will be necessary.

Seizure of Norwegian Ships.
A special letter telegram to the *Java Post*, dated November 24, reads: British men-of-war have seized two Norwegian steamers, seemingly bound for Gothenburg, which were each found to have on board 2,000 tons of copper concealed amongst all kinds of general cargo. Further evidence that the Germans are suffering from a shortage of copper is furnished by the statements of Americans just returned from Berlin who assert with noteworthy emphasis that the shortage of copper and lack of gunpowder are two most serious factors for Germany, which cannot possibly prolong the war after June.

General Barnardiston in Tokyo.
Tokyo, Dec. 2.—It is announced that General Barnardiston, who commanded the British forces at Tsingtau, will arrive in Tokyo on the 12th. The authorities are arranging a triumphal reception in his honour. The Second Naval Squadron, under Admiral Kato, has returned to Yokosuka. The papers comment at length on the visit of His Majesty King George V. to France, and express the belief that his visit will greatly hearten the Allies.

Mr. Louis Noel Safe.
Mr. Louis Noel, the Hendon airman, serving in the French Flying Corps, after reading the *Exchange Telegraph* report of the death of Lieutenant Noel in the *Daily Mail* of October 11, writing to that paper on October 22 says: "I am still all right. We were three Noel's in the beginning of the war. I am now left alone and hope to avenge the death of the others."

Somerset Men at the Front.
It is now known that Lieutenant J. C. W. Neal Bryan, of the Somerset L. I., the county cricketer and Rugby footballer, is a prisoner at Torgau, on the Elbe. He was wounded in the leg at Mons, but has so far recovered that he can not only walk but run. Norman Coates, his friend of last season's Edinburgh University XV, will be pleased to hear, was quite well when his family heard from him a few weeks ago. He was despatched riding as a motor-cyclist and is full corporal of the R. E. section. Being at the advanced base, he is probably having the exciting experiences he would "enjoy." After he left for the front he was "fired" a commission in the 4th Somerset. Roland W. G. Hubbard, a capable Taunton three-quarter-back, has been given a second lieutenantcy in Kitchener's infantry.

Italy and the War.
We (*N.C. Daily News*) understand that the Italian cruiser *Marco Polo* has received orders to leave Shanghai and proceed to Massawa, a fortified port in the Red Sea and capital of the Italian colony of Eritrea.

Naval Air Service.
The Admiralty being desirous of taking officers into the Royal Naval Air service for the period of hostilities only, an Order-in-Council has been made sanctioning the entry of such officers, whether as commissioned or warrant officers, as from August 1, with the pay, allowances, and widows' pensions granted to officers on permanent service, but without tuition fee or bounty on discharge.

"Naval Engagement" Scare.
New York, October 27.—The morning and early evening newspapers here made a feature of an alleged naval engagement off Virginia Cape, which was supposed to be taking place between the cruiser *Karlshafen* and British cruisers. The Navy Department at Washington has explained that firing practice had been taking place. Subsequently the United States destroyer *Paulding* ran ashore in Lynnhaven inlet, and is still aground, but no serious danger to the vessel exists.

Darker London—Fatal West-end Accidents.

Two fatal street accidents, due to London's subdued lights, were enquired into by the Westminster Coroner last month. One of the victims was a military gymnastic instructor, who was knocked down in Belgrave-square by a motor-car going at 12 miles an hour. The other was an old lady who was killed by a taxi-cab in Park-lane. Accidental death was the verdict in both cases.

THE GERMAN MORATORIUM.

An Interesting Document.

Since the outset of the war the German newspapers have been pointing out countless times with great pride that whereas England, France, and other countries have found it necessary to introduce a Moratorium, no such thing exists in Germany. Daily perusal of the German newspapers between the lines, however, long ago aroused in me the suspicion that in reality Germany has a Moratorium, although she does not call it by this name, and now I have before me the positive proof that my suspicions are justified, says the Swiss correspondent of the *Morning Post*. This interesting document has never, so far as I know, appeared in the German Press, nor has it been allowed to come to the knowledge of dwellers in neutral countries. Bankers, however, in these countries—those, at any rate, in close business connection with Germany—know of its existence, and it is by the courtesy of one of them that I am now in a position to cite the German Moratorium, which is not called a Moratorium. This document is made up of various Government edicts, the earliest of which dates back to August 4 and the latest to August 18. The various clauses of this edict relate to the Government being empowered to take certain economic measures and to prolong the term of payment for drafts and cheques in case of war (dated August 4); to the protection of persons unable to enforce their rights owing to a state of war (for instance, if one party to a legal action is mobilised or made a prisoner of war); to Stock Exchange transactions; to the enforcement of claims by persons domiciled abroad; to the aversion of bankruptcy proceeding in cases of bankruptcy due to the war (dated August 8); to the falling due of drafts drawn on foreign countries (dated August 10); and to various other points of law and finance, all arising out of the present special situation. The most important of these prescriptions is the one last referred to, dated August 10, which is as follows:—

Acting upon Paragraph 3 of the Law of August 4, 1914, empowering the Government to take economic measures, etc. (Imperial Statutes page 327), the Government has enacted the following proviso:—

(1) The date on which all drafts drawn on foreign countries before July 31, 1914, and payable in the German Empire are due shall be postponed for three months in case of the said drafts not having already been due on July 31, 1914.

Any obligation to re-stamp these drafts in accordance with Paragraph 3 section 2 of the Law regarding the stamping of drafts is abolished by this postponement of the due date for their payment.

(2) This ordinance comes into force on the day on which it is made known.

I am informed that this virtual Moratorium is to be renewed at the end of October, Germany may think she is fooling the man in the street with her assertion, reiterated *ad nauseam*, that she has no Moratorium, but she does not fool bankers or commercial men. She has also been proclaiming aloud that she is meeting all bills, but according to my information the only bills which she meets are for things of which she has immediate need, and for which she must pay cash.

BOXING.

Saturday's Fixture.

We call attention to the boxing tournament promoted by Mr. F. E. Hall, which takes place at the City Hall, on Saturday evening. During the week the men have been giving training exhibitions at the Victoria Recreation Club, and those who follow boxing were presented with an opportunity to form their own opinion on what the men are likely to do. Last night at the Club, Smith and Stockwell were busy, as well as Vans and Turner. The entertainment provided by the men was good, all doing the best of work. From what it has been our privilege to see we are of the opinion that Saturday's meet should be well worth witnessing.

DAIRY FARM NEWS.

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OUR GERMANS.

Public Demand for a Clean Sweep.

Oct. 24.
The campaign inaugurated by *The Daily Mail* for enforcing proper precautions against the enemy in our midst has been taken up with great earnestness by the British public.

The country is of one mind in regard to the employment of alien enemies in our hotels; they must go—the first preliminary to a clean sweep of all alien enemies "within the gates."

Such, at all events, is the united opinion of thousands upon thousands of our readers, citizens drawn from every class of the community and from every town and city of importance in the kingdom. The complete absence of the hysterical note in the correspondence to hand is significant. No symptom of spy-fever, no jingo outburst, no overflow of pent-up hatred or contempt. The nation is deadly serious. It has realised that the Germans and Austrians in our midst, naturalised or not—the naturalisation form is just a 25 scrap of paper—constitute a national peril which must be dispelled without any more waiting and seeing.

Russians, Americans, Belgians, French have written to the *Daily Mail* all in the same key. We owe it to our Allies, if not to ourselves, to rid the kingdom of the danger. "Gilbertian" is no adjective for war time. But does it not suit these facts?—

Men of German origin remain in control of municipalities on the coast.

Men of German origin, as jurymen, continue to try Englishmen in our courts of law.

A man of German origin continues in the employ of at least one Cabinet Minister.

German colonies of twenty and thirty hotel servants sleep over the main London railway termini. A German manager controls at least three leading hotels on the east coast.

Alien enemies play us the National Anthem as many times nightly as our patriotism should require.

German managers systematically reject British labour in favour of German.

Germans are waiting on Belgian refugees in many West End hotels, and, incidentally, sneering and jeering at them.

German hotels and boarding-houses at Folkestone are reaping a great harvest by the influx of Belgian refugees.

British officers are being billeted in German-staffed hotels.

Strategic points such as Eastbourne (Beachy Head), Exmouth, Harwich, the mouth of the Thames, and Folkestone swarm with alien enemies.

In Brussels and Paris it has been proved that Germanised hotels were hotbeds of espionage. Are we to suppose that London has been overlooked? The idea is ludicrous.

Many of the well-known hotels in London and the great provincial cities have dismissed the German and Austrian members of their staffs since the *Daily Mail* campaign began. Among the London hotels that state that no Austrians or Germans are included in their staffs are the Carlton, Ritz, Cecil, Russell, Windsor, Euston, and the Waldorf.



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\$Awa Maru T. 12,500 TUES., 15th Dec., at noon.
\$Shidzuoka Maru T. 12,500 TUES., 29th Dec., at noon.

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BOMBAY via Singapore and Colombo.
\$S'hai and Kobe... Sanuki Maru T. 12,500 FRIDAY, 18th Dec.

\$S'hai and Kobe... Nikko Maru T. 9,600 TUESDAY, 15th Dec., at 5 p.m.

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Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

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MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE—The Twin Screw steamers "Anhui" and "Chenai," and the S.S. "Kanchow," "Liangchow," "Luchow," and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36

Hongkong 9th Dec. 1914

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer.	From	Will leave on or about	For	Will leave on or about
Tjimanoeck	SHAI	1st half Dec.	JAVA	1st half Dec.
Tjitaroem	JAVA	1st half Dec.	SHAI	1st half Dec.
Tjibodas	JAPAN	1st half Dec.	JAVA	1st half Jan.
Tjikembang	JAVA	2nd half Dec.	SHAI	1st half Jan.
Tjipanas	JAPAN	2nd half Dec.	JAPAN	1st half Jan.
Tjikini	SHAI	2nd half Dec.	JAVA	1st half Jan.
Tjiluwong	JAPAN	1st half Jan.	JAVA	1st half Jan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephones No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.
Steamer. Displacement Tons & Speed

Chiyo Maru 22,000 - 21 knots From H'kong, Tues., 5th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £130.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALI, IQUIQUE and VALPARAISO.

Kiyo Maru 17,000 - 15 knots 9th Jan.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	2nd Jan.	19th Dec.
Aldenhams	2nd Jan.	23rd Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light—Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRI., 11th Dec. at 1 p.m.
Haitan	J. W. Evans	TUES., 15th Dec. at 1 p.m.
Haiching	W. O. Passmore	FRI., 18th Dec. at 1 p.m.

FOR SWATOW.

Haimun..... A. H. Stewart... WED., 9th Dec. at 1 p.m.
Haimun..... A. H. Stewart... SUN., 13th Dec. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall & Co.,

General Managers.

LOG BOOK.

Reported Change of

O.S.K. President

It is reported that Mr. Tokugoro Nakahashi, the President of the Osaka Shosen Kaisha, has resigned his post. According to the Tokyo Asahi, Mr. Nakahashi will remain connected with the company as adviser. He has been connected with the concern since 1897 and its present prosperous business condition is mostly due to his strenuous efforts. Mr. Kijiro Hori will be nominated President. Mr. Juntaro Yamaoka, Vice-President and Mr. Rikitaro Kafuku, Manager of the Company. Mr. Nakahashi says that for several years he has been contemplating the step he has now taken, as the condition of the Company's business has become so prosperous that he need not retain his presidency. Mr. Nakahashi is to enter politics, which was his prime reason in leaving the Osaka Shosen Kaisha, for the Company, being one of the concerns subsidised by the Government, any one employed in that Company cannot absolutely disassociate himself from political affairs.

Well-known Skipper's Death.

The death occurred at Yokohama recently of Captain William Leonard Ingram, an old resident of the Far East, and for many years associated with the Mitsui Bishi and the Nippon Yusen Kaisha. The deceased, who was sixty-two years of age, was born in Tasmania, Australia. He came to Japan, the Japan Gazette states, thirty-two years ago, and for many years was chief officer with the Mitsui Bishi, and later with the Nippon Yusen Kaisha. He resigned in 1893 to join another line, and was sailing from Shanghai to Japan ports until a year ago, when he retired and settled in Yokohama. The deceased leaves a wife (a Japanese) and an adopted daughter (who is married in Newchwang).

P. and O. Dividend.

The Peninsular and Oriental Steam Navigation Co. has paid a final dividend of 6 1/2 per cent, together with a bonus of 5 per cent., making a total for distribution during the year of 15 per cent.

Addition to Booth Line.

Another addition to the Booth Line fleet, the Oswald, has been launched by Sir Raylton Dixon and Co., Ltd., Middlesbrough. She is a steel screw passenger and cargo steamer, 393 ft. 9 in. in length, 51 ft. 9 in. in breadth, 32 ft. 3 in. in depth moulded to upper deck, and will carry over 7,200 tons d.w. on a light draught. Of the two-deck type, with poop, bridge, and forecastle, she is being built under special survey to receive Lloyd's 100 A1 classification and to have the British Board of Trade passenger certificate. She will also comply with the requirements of the U.S. Government and will carry a number of first-class passengers and emigrants. At the fore end of the bridge on the upper deck are the lounge and first-class staterooms, with dining saloon immediately above at the fore end of the bridge deck, having spacious entrance house, while on the same deck about the funnel is the smoke-room. The engineers will be quartered at the side of the bridge on the upper deck and emigrant accommodation is aft on the main deck. The officers will be housed at the fore end of the boat deck with Marconi rooms aft, chart and wheel house being on the navigation bridge above. She will have 2 masts, 13 derricks, including one for 50-ton lifts, 6 holds, 8 watertight bulkheads, 5 lifeboats, refrigerating space with machinery and cold chambers, fire-extinguishing, electric light, and bells; and the equipment will consist of 9 steam winches, steam windlass, telemotor steering gear, etc. Triple-expansion engines, having cylinders 25 1/2, 41 and 68 in. stroke, supplied with steam by 3 s.e. boilers working at 180 lbs. pressure with Howden's forced draft and Schmidt's system of superheating will be fitted.

Oyster, Fresh, Fried or Stewed.
Kidon Haddock, Kippers &c.
AT KAYAN'S CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration),
For Steamship On

HOIHOW & Haiphong	Taksang	Fri.,	11th Dec.	at d'light
SHANGHAI, Kobe & Yama	Kutsang	Fri.,	11th Dec.	at 4 p.m.
SHANGHAI via Swatow	Wosang	Sun.,	13th Dec.	at d'light
MANILA	Yucsang	Sat.,	12th Dec.	at 3 p.m.
SHANGHAI	Esang	Tues.,	15th Dec.	at d'light
Kobe & Moji	Kumsang	Wed.,	16th Dec.	at d'light
MANILA	Loongsang	Sat.,	19th Dec.	at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsung" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Katat, Lahad Datu, Simpona, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage.

Apply to JARDINE, MATHESON & CO. LTD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMEWARD.

For	Steamers	Dates of Departure
LONDON & HULL	Merionethshire	20th Dec.
LONDON	Radnorshire	19th Jan.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VVER, S'LE		
TACOMA & PLAND		
VIA HONOLULU		
VICTORIA, VVER, S'LE		
TACOMA & PLAND		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to
JARDINE, MATHESON & CO., LD.
Agents.
Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

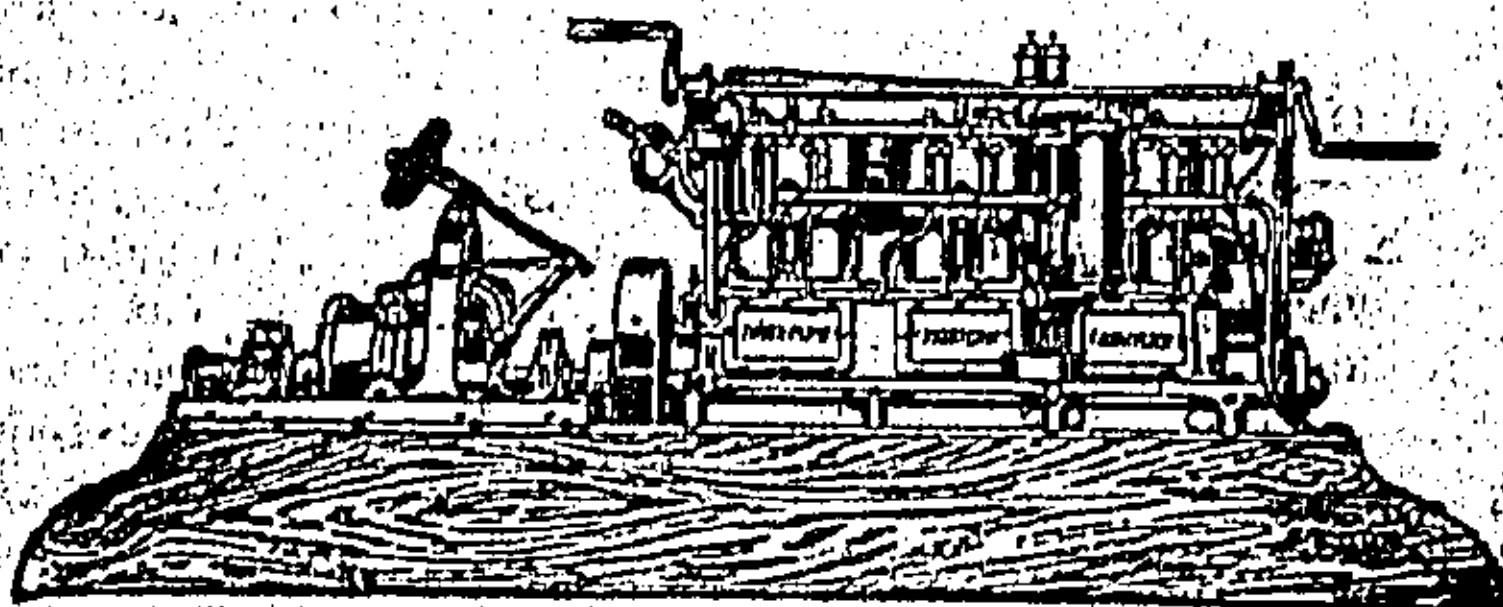
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for:—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.



O.6 type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS: LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager
11 a.m. to 12 noon at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK."
Telephone No. 11.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De- spatched.
London via Usual Ports of Call	Malta	P. & O.	18, Dec.
London & Hull	Mer'shire	J. M. Co.	20, Dec.
M'les, L'don via S'pore etc.	Kitano M.	N. Y. K.	23, Dec.
Marseilles via Ports	Nora	M. M.	23, Dec.
London & Genoa via S'pore, &c.	Nagoya	P. & O.	1, Jan.
	Radnorshire	J. M. Co.	19, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & Tacoma, etc.	Mexico M.	O.S. K.	9, Dec.
B'ton & New York via Suez Canal	C. of Bristol	B. L. L.	11, Dec.
Via B.C. & S'le via S'hai &c.	Awa M.	N. Y. K.	15, Dec.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	16, Dec.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	22, Dec.
New York via Panama Canal	Chalister	D. & Co.	6, Jan.
Mexican, Peruvian and Chile			
Ports via Japan	Kiyo M.	T. K. K.	9, Jan.
San F'co via M'la & Japan &c.	China	P. M. Co.	12, Jan.
Victoria, Vancouver, Seattle,	Glengyle	J. M. Co.	15, Jan.
Tacoma & Portland &c.			

AUSTRALIA.

Australian Ports	Taiyuan	B. & S.	14, Dec.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Dec.
Australian Ports	St. Albans	G. L. Co.	23, Dec.
Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

Bombay via S'pore & Colombo	H'shika M.	N. Y. K.	9, Dec.
Swatow	Haimun	D. L. Co.	9, Dec.
Shanghai	Yingchow	B. & S.	10, Dec.
Hoibow and Haiphong	Taksang	J. M. Co.	10, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11, Dec.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	11, Dec.
Shanghai	Esang	J. M. Co.	15, Dec.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	15, Dec.
Kobe and Yokohama	Katori M.	N. Y. K.	17, Dec.
Manila	Loongsang	J. M. Co.	19, Dec.
Moji and Kobe	Banri M.	D. & Co.	21, Dec.
Hoibow, Pakhoi and Haiphong	Sungkiang	B. & S.	22, Dec.
Singapore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Dec.
S'hai, Moji, Kobe and Yokohama	Nile	P. & O.	27, Dec.
Delagoa Bay, D'ban, E. L'don &c.	Surat	B. L.	28, Dec.
Bombay via S'pore, Port S'ham,			
Penang & Colombo			
Shanghai	Peking M.	O. S. K.	M. of N.
Java	Titaroom	J. O. J. L.	Q. desp.
Shanghai	Tijiliwong	J. O. J. L.	S. half O.
Shanghai	Tijipanas	J. O. J. L.	Q. desp.
Japan	Tijimaoek	J. O. J. L.	F. half J.
Shanghai	Tijibodas	J. O. J. L.	F. half J.
	Tjikembang	J. O. J. L.	F. half J.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

The s.s. "CHALISTER."

sails hence on or about the 6th January.

For NEW YORK via PANAMA CANAL.

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 3rd December, 1914.

Agents.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.
Hongkong 9th October, 1914. General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. PERSIA will be de-
spatched from this port on Wednesday,
December 16, at noon, for San Francisco,
via Manila, Nagasaki, Kobe, Yokohama
and Honolulu.

The P. M. s.s. KOREA, carrying the
mails from the United States, left
Yokohama on Wednesday, Dec. 3, for
Hongkong, via Manila, and is scheduled
to arrive at Hongkong on Monday, Dec.
14.

VESSELS IN PORT.

Steamers.

Eumaeus, Br. s.s. 4,266, T. Baetens, 30th
Nov.—Singapore, 24th Nov.—B.
& S.

Mexico Maru, Jap. s.s. 3,760, N. Kobaya-
shi, 29th Nov.—Shanghai, 26th
Nov., Gen.—O. S. K.

Loongsang, Br. s.s. 1st Dec.—Manila, 25th
ult., Gen.—J. M. & Co.

Kumohow, Br. s.s. 1,450, J. A. Martin, 1st
inst.—Singapore, 24th ult., Rice and
Gen.—China.

Tom Maru, Jap. s.s. 3,810, S. Takano, 2nd
inst.—Singapore, 24th ult., Gen.—
N. Y. K.

Rangoon Maru, Jap. s.s. 3,316, Nomura,
2nd inst.—Singapore, 26th ult.,
Gen.—N. Y. K.

Iyo Maru, Jap. s.s. 3,918, S. Himasa, 3rd
inst.—Singapore, 27th ult., Gen.—
N. Y. K.

Harmattan Maru, Jap. s.s. 2,001, 4th inst.—
Milko, 28th ult., Coal—M. B. K.

Tijmanoeek, Dut. s.s. 3,521, 4th instant—
Amoy, 3rd inst., Gen.—J. O. J. L.

Singap, Br. s.s. 1,047, H. Trowbridge, 4th
inst.—Haiphong, 2nd inst., Rice—
B. & S.

Jade, Br. s.s. 385, J. Fannier, 5th instant—
Haiphong, 2nd inst., Rice—W.
Jack.

Kashang, Br. s.s. 1,134, G. Byers, 4th inst.—
Shigon, 26th ult., Rice—B. & S.

Anhui, Br. s.s. 1,583, Eddy, 4th instant—
Shanghai, Gen.—B. & S.

Miyazaki Maru, Jap. s.s. 4,899, T. Fermana-
ka, 4th inst.—Japan, Gen.—N. Y.
K.

Awa Maru, Jap. s.s. 3,912, Tetsu Hori, 6th
inst.—Shanghai, 3rd inst., Gen.—
N. Y. K.

Yawata Maru, Jap. s.s. 4,312, O. Gori, 5th
inst.—Moji, 29th ult., Coal—M.
B. K.

Yingchow, Br. s.s. 1,228, E. A. Jones, 7th
inst.—Shanghai, Gen.—B. & S.

Taksang, Br. s.s. 977, McClure, 5th inst.—
Hoibow, 3rd inst., Rice—J. M. &
Co.

Benlarig, Br. s.s. 2,510, Wm. Hastie, 5th
inst.—Singapore, 29th ult., Gen.—
G. L. & Co.

Zafiro, Am. s.s. 4,000, N. S. Venturini, 6th
inst.—Saigon, 1st inst., Rice—Or-
der.

Hongkong, Br. s.s. 739, A. Marguerite, 6th
inst.—Hoibow, 5th inst., Gen.—
A. B. Martin.

City of Bristol, Br. s.s. 4,345, Henderson,
7th inst.—Shanghai, 4th instant,
Gen.—B. L.

Persia, Br. s.s. 2,744, J. Hill, 8th instant—
San Francisco, 7th ult., Gen.—P.
M. S. Co.

Nelous, Br. s.s. 4,260, D. Maclean, 8th inst.—
Liverpool, Gen.—B. & S.

Sungkiang, Br. s.s. 987, J. Robinson, 8th
inst.—Haiphong, 5th inst., Gen.—B.
& S.

Yuenwang, Br. s.s. 1,128, Tough, 8th inst.—
Manila, 5th inst., Gen.—J. M.
& Co.

Haimun, Br. s.s. 641, Stewart, 8th inst.—
Swatow, 7th inst., Gen.—D. L. &
Co.

Kutsang, Br. s.s. 3,111, Brady, 7th inst.—
Calcutta, Gen.—J. M. & Co.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENLARIG."

From LEITH, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the hazardous, and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No Claims will be admitted

after the Goods have left the Go-

dowms, and all Goods remaining

undelivered after the 12th inst.

will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 19th inst.,

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Go-

dowms, where they will be ex-

amined on the 12th inst., at

11 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO.,

Agents,

Hongkong, 7th December, 1914.

CONSIGNEES

INDO-CHINA STEAM NAVI-
GATION CO., LTD.From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KWONGSANG"

having arrived from the above

Ports Consignees of cargo by her

are hereby informed that their

goods will be delivered from

alongside.

Cargo, impeding the discharge

or remaining on board after 4

p.m. the 3rd inst. will be landed

at Consignee's risk and expense.

No Fire Insurance will be

effected.

Bills of Lading will be count-

ersigned by:—

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 2nd December, 1914.

TO SAIL

FOR SAN FRANCISCO.

Through Bills of Lading can be issued to
New York, Chicago and all interior points in U.S.A.

The Steamship

"YAROSLAV"

will be despatched for the above port on or about
15th December.

Also calling at Seattle if sufficient inducement offers.

This fine steamer has excellent accommodation for

first and second class passengers.

For Rates of Freight, passage money, etc. apply to

SHEWAN TOMES & Co.,

Agents.

Hongkong, 4th December, 1914.

THE AMERICAN & MANCHURIAN
(WESTWARD) LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "CITY OF BRISTOL."

Captain Henderson, will be despatched as above on Wednesday,
the 9th December.

For freight etc. apply to:—

THE BANK LINE LIMITED,

General Agents,

Hongkong, 13th November, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS—MEANS
KOWLOON				
No. 1 Dock, Kowloon	700'	120' (top)	20' 11"	7'

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, DECEMBER 9, 1914.

TO-DAY'S LATEST WAR TELEGRAMS.

THE KAISER ILL.

RETURN TO THE FRONT POSTPONED.

Bombs Dropped on Rhelms by German Airmen.

[Reuter's Service To The "Telegraph."]

Allies' Further Progress.

Dec. 8, 3.53 p.m.
Reuter's Paris correspondent states that the Allies have made progress to-day, between La Bassée and Vermelles, and in Argonne. German Airmen Drop Bombs on Rhelms.
Reuter's correspondent says that German airmen have dropped bombs on Rhelms.

The Kaiser Ill.

Dec. 8, 7.15 p.m.
Reuter's correspondent at Amsterdam reports that a Berlin official announcement states that the Kaiser is obliged to postpone for some days his return to the front, owing to his being feverish through bronchial catarrh. He was able to-day to receive a report on the war situation.

Violent German Attack Repulsed.

Dec. 9, 12.45 a.m.
The official evening communique issued in Paris states that a violent German attack made on Saint Eloi, south of Ypres, has been repulsed.

A vigorous struggle is still continuing in Argonne.

Russian Finances.

Dec. 8, 5.50 p.m.
Reuter's correspondent at Petrograd states that the Russian estimates for 1915 show revenue totalling 308 millions and expenditure amounting to 307,880,000.

Allies' Progress.

The enemy has been more active. Our artillery in the regions of the Yser and Ypres replied successfully.

We have already announced a most brilliant attack which made us masters of Vermelles and the position of the Rutoire Vermelles, which has been the scene of a two months' determined struggle. Since Oct. 25 we have been sapping till we reached the edge of the forest; then we carried the park and chateau.

There have been artillery battles in the Aisne and Champagne regions. Our heavy artillery dispersed gatherings of the enemy.

We have gained some ground in the regions of Argonne and Pont-a-Mousson.

There is nothing to report from the remainder of the front.

THE UNION CHURCH.

Sale of Work This Afternoon.

At the Union Church, this afternoon, a very tastefully arranged sale of work was opened.

The effort was in aid of the church funds, and, judging by the healthy appearance of the well-laden stalls, the church coffers should reap a considerable advantage. The stalls were arranged round the entrance of the edifice and in the grounds special provision for afternoon tea was made. In the school room preparations were being energetically carried out, by several military men, for the concert fixed for this evening. Across the grounds red lanterns were suspended, and by night should have a very pretty effect.

There were four work stalls, a refreshment stall and a bran tub, the following ladies assisting: Mrs. James Walker, Mrs. Rodger, Mrs. McCubbin, Mrs. Bonner, Mrs. A. Gibson, Mrs. J. Findlay Miller, Mrs. W. Barrett, Miss Henderson, Mrs. A. Mackenzie, Mrs. Kirk Macdonald, Mrs. Chapman, Mrs. Weir, Mrs. Cushey, Mrs. W. Russell, Mrs. J. Henderson, Miss Mauchan, Mrs. H. Griffin, Master Drummond McCubbin (in Highland Satum), the Misses Rodger, Miss McCubbin and Miss Macdonald.

There was no formal opening, business being commenced at three o'clock.

Lady May attended.

Chinese Festival.

Yesterday, according to the Chinese calendar, was the festival of Te-hsueh, or "Great Snow."

ALLEGED UNREGISTERED SCHOOL.

Interesting Case Before the Court.

The case was continued, this afternoon, before Mr. F. A. Hazell, in which Ho Hing-yuen is charged with unlawfully managing, teaching and maintaining the Ye Tak School, without having obtained a certificate of registration. He was also charged with having started a new school in the Colony without having applied for and obtained a certificate of registration.

Mr. P. M. Hodgson, Crown Solicitor, prosecuted, and Mr. Preston, of Messrs. Johnson, Stokes and Master, defended.

In the witness-box, the defendant, continuing his evidence, said that two sub-inspectors called at the school on August 22, and he told them the normal classes had been altered to higher grade. Nothing was said to him of any objection to that alteration. On two subsequent visits a sub-inspector was accompanied by Mr. Chevalier. On the first of these, he told Mr. Chevalier of what he had done, and he nodded his head as if in approval; he did not say anything, however. Nothing was said in objection to his syllabus or he would not have carried on with the school. On October 30, another visit was paid and the inspectors brought with them a syllabus which the school had had for the former high grade and compared it with the syllabus of his present high grade. The inspectors asked why classes were being taught instead of history.

The case was proceeding as we went to press.

AN EYE-WITNESS IN FRANCE AND BELGIUM.

GERMAN ANXIETY.

Significant Letters.

On October 17, the Press Bureau issued the following descriptive account, communicated by an eye-witness present with General Headquarters, which throws considerable light on the military situation in the western theatre of war as it was six weeks ago.

Notwithstanding the trying nature of the fighting in this quarter and the wet weather, the troops are very fit. And the fact that we are steadily advancing, and that the enemy is giving way before us, has proved a most welcome and inspiring change for those who have been experiencing some weeks of monotony in trenches, where they had to endure continuous losses without the satisfaction of knowing for certain what losses were being inflicted upon the enemy except when he attacked.

This is not the only advantage we possess over the Germans, for we still hear from prisoners that their advanced troops, at any rate, are short of food and exhausted by continual outpost work. We can afford to give our troops more rest, and there is no lack of good food.

Two Months' Training.

Many of the troops opposed to us at present have only two months' service, and some of our prisoners state that these men will not expose themselves in the trenches. Nevertheless, the enemy in front are fighting well and skilfully, and are showing considerable powers of endurance. They generally contrive to remove the wounded and often to bury their killed before they retire, their escape being facilitated by the numerous deep ditches.

Many of their cavalry patrols are wearing Belgian uniforms, a practice which is not excusable on the grounds of any lack of their own.

The inhabitants of one small town which has now been occupied by us state that a large force of German cavalry was recently billeted in the place, but that it retired hurriedly on the night of the 13th-14th, having some 600 wounded, of which 68 serious cases were left behind.

The truth of the last part of the statement has been confirmed, for our troops found that number of men in a building over which an immense Red Cross flag was flying. As the British approached the town smoke signals were being made from a tall chimney close to the building flying the flag. The Germans, consisting largely of Bavarian cavalry, who occupied this town for eight days, did not burn down the place, but they otherwise behaved in a way which merits the worst that has ever been said of them.

Bomb-Dropping.

In spite of the adverse weather, the aviators of both sides have not been idle in the northern theatre of operations. To begin with, on Monday, the 12th, a German airman flew over St. Omer and dropped five bombs on it, apparently under the impression that the place was occupied by us. As a result two women and a little girl were killed.

On Wednesday, a hostile aeroplane was brought down by rifle and machine-gun fire, and both observer and pilot were captured. The pilot was decorated with the Iron Cross, which, according to his own account, had been awarded to him as being the first German to drop a bomb on to Antwerp. On the 15th three of our aeroplanes gave chase to a German machine. Unluckily, the one machine of ours which

was faster than the enemy's met with some slight accident, and had to give up the chase.

A German airman recently made an unsuccessful attempt by means of four incendiary bombs to explode a French captive observation balloon. The missiles fell simultaneously on the circumference of a circle of about fifty yards diameter, and as they struck the ground emitted vivid red flames, followed by columns of dark smoke about 60 ft. high. At the point where each fell was found a large mass resembling dark pumice-stone, and the stubble was burnt in patches of about a yard in diameter.

Enemy Scouts' Resource.

An incident which occurred during the 13th shows the resource and bravery of some of our enemy's scouts. The German artillery was retiring, and from time to time coming into action. An officer of one of our flank cavalry patrols had been standing for some minutes under a tree when he noticed a fine wire hanging down close to the trunk. Following the wire upwards with his eye, he was astonished to see one of the enemy in the tree. As he drew his revolver and fired the German dropped on to his head, also firing. The British officer was stunned, and when he came to it was to find himself alone, the peak of his cap blown away, and his uniform covered with blood, which was not his own.

As the campaign goes on the tendency of the Germans to rely on the splendid war material with which they have been so amply provided, rather than on the employment of masses of men, has become more and more marked. There are now indications, however, that their supply of material is not inexhaustible.

The significant circular of the Prussian Minister of War, enjoining the careful search of battlefields for equipment, and even the collection of empty cartridge cases, has been quoted in a previous letter. This circular seems to have been prompted more by necessity than by habits of economy, for in the recent fighting both gun and rifle ammunition of old patterns have been found in the trenches evacuated by the enemy, on the dead, and on prisoners.

Amongst the latter are Mauser cartridges similar to those used by the Boers in the South African War.

A German Leaflet.

The following is a translation of a leaflet that German aviators have been dropping over the French lines:

French Soldiers.

The Germans are only making war against the French Government, which is sacrificing you and your country to the egotism of the English. Your commerce, your industry, and your agriculture will be ruined by this war, whilst the English alone will derive enormous profit from it.

You are pulling the chestnuts out of the fire for the English.

The news spread by your Government that the Russians are near Berlin is false. On the contrary, the Russians have been beaten in two great battles. One hundred and fifty thousand Russians have been captured, and the rest have been driven in rout from German territory.

French Soldiers, Surrender! So that this war, which is ruining your country, may be ended as soon as possible.

Rest assured that the prisoners and wounded are well treated by us.

In order to let you know the truth, the following testimonial from Surgeon-Major Dr. Saure, of the French army (Rue Luxembourg, Paris), is given:

"I, the undersigned, declare that I have seen that in the German hospitals at Solmesy and Aune the French wounded receive exactly the same treatment as the

German. I may add that not only the French wounded, but also their prisoners, whom I saw, were very well looked after."

The terms of this summons to surrender cannot be said to be tactful, and it has not had the desired effect. Apart from endeavours to influence the enemy, for others have probably been made, news of a sort is disseminated amongst the German soldiers by means of a special military newspaper, called "The Patrol," which is published in Berlin.

Hiding the Truth.

Its historical value may be gauged by the statement made in the issue of September 6.

It may be confidently asserted that the re-advance of the active army of the French has been overcome. Reserve troops and new formations will no doubt give our heroic forces plenty to do as they advance further.

After some three weeks' further fighting, however, facts must have convinced the German troops that this assertion was not justified. In a captured letter, dated September 27, for instance, the following passage occurs:

"We are very anxious about the result of the fighting. We have nothing but reports of great successes, but don't now put much faith in them. To-day we got some papers of September 1 to 5, and it is really painful to read the hostile announcements of the march on Paris, for we are no nearer to Paris now than we were then. I don't know whether you realise this, but there is no use in trying to hide it."

"We Want Peace."

Information recently received corroborates the impression already gained that the enemy's troops suffered severe privations during August and September. From the many letters which bear this out some extracts are given:

September 22.—"My best pals are killed or wounded. One company has dwindled to two-thirds of its original strength. We want peace quickly. We have been driven to exhaustion, and have marched for entire weeks even through the nights. We have not had bread every day, have not washed for a fortnight, nor shaved since the commencement of the war. But all this is nothing, and we shall soon be home, for it will all soon be over. We have just been under the enemy's artillery fire for eight days."

We get no letters. We have passed thousands of full mail bags on the road, but there are no officers to deal out the letters.

After a thirty-six hours' march without halting we arrived just in time for the fight. For three days we did not have a hot meal, because our field kitchens went astray. We had a hot meal yesterday evening. We are all ready to drop, but must march on.

There is no doubt that the Germans have to a great extent recovered from the conditions implied by the above letters. But their forces are by no means what they were.

Zapata Enters Mexico City.

Washington, November 27.—General Zapata and his army have entered Mexico City and are now in control of the capital. Conditions have quieted down somewhat and there is less rioting and looting. Villa has delayed his entry into the city, fearing treachery on the part of the people in control at present.—*Manila Bulletin.*

An Accommodating Son-in-law.

"Father," said the daughter affectionately, "you wouldn't like me to leave you, would you?" "Indeed I would not, my darling."

"Well, then, I'll marry Archie Stoneybroke. He is quite willing to live here."

A MONSTROUS CREVASSE.

Anatole France as a Private.

The *Petit Parisien* publishes an interview with M. Anatole France, who said that the War Ministry had agreed to his request to be allowed to serve with the French Army.

He added: "They understood the deep sentiment which made me apply. With infinite tact and delicacy they set to work to reconsider my desire to serve my country, the military regulations, and my personal capacities."

"Two or three indispensable formalities remain to be fulfilled, and I shall be a private, and proud to be one. Had they not allowed me in the present circumstances to serve my country in the uniform of a soldier I think I should have died of chagrin."

Dealing with the subject of the manifesto issued by German "intellectuals," M. France said: "This manifesto is a monstrous crevasse between Germany and the whole of civilised Europe, an unbridgeable abyss. The only reply to make is to fire on the mass without scruple."

"Those 'intellectuals,' glorifying and exalting Prussian militarism, show themselves to be more odious than the brutes whom they defend. The apologists for a crime are more culpable than the criminals."

"We must now make a new Europe, an harmonious Europe. It will be necessary to destroy the last army, the last fortress of the Hohenzollerns. After the defeat of the Germans we shall see, but for the moment our business is to conquer."—*Reuter.*

TOBACCO FOR THE TROOPS.

"Hongkong Telegraph" and "South China Morning Post" Scheme.

At the request of several readers we have decided to join hands with the *South China Morning Post* in the scheme for opening a tobacco and cigarette fund for the Allied Army at the front, including every branch of the service. This movement is in sympathy with that which has been initiated and successfully carried out by some of the biggest London dailies, and already considerable response has been made locally. Donations, from five cents upwards, will be thankfully received and acknowledged in our columns.

To-day we received a sum of \$100 for the fund from Unit Wan.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

THE MOORING SCHEME.

[To the Editor, Hongkong Telegraph.]

Sir,—Noticing a shipmaster's opinion as to the new buoyage system, may I add that on four occasions I have witnessed a ship ordered to take up her moorings and shift when tugs had to be hired to do so.

Now, if a ship can be ordered out of the berth she has taken, equally can an order to go to a certain berth be given and save the owners expense. Numbered buoys would be easy to get to, as all we nautical men are past 21.

Yours etc.,
F. W. JONES,
Hongkong, Dec. 9, 1914.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V. D., state:—

Accounts.—Officers having outstanding accounts are requested to forward amounts due as early as possible to the Orderly Room as the financial year ends on the 31st instant.

Weekly Reports.—O. O's. are requested to forward the weekly state to the Orderly Room not later than 6 p.m. 10th instant.

Musketry: Recruits.—Officers Commanding Companies or Sections will furnish a list of all Recruits who have not fired Part I (Instructional), or who have fired and made less than 50 points. This return to be sent in by 5 p.m. on Friday.

Signalling Section.—Class I will parade on the Cricket Ground at 6 p.m. on Mondays and Wednesdays for lamp practice and on Saturdays at 7 a.m. for flag or helio practice. Class I will parade on the Cricket Ground at 7 a.m. on Mondays for flag practice, Wednesdays at 6 p.m. for lamp practice and Saturdays at 7 a.m. for flag or helio practice. Class III will parade on the Cricket Ground at 7 a.m. on Tuesdays, Fridays and Saturdays for flag practice.

Order No. 2 of yesterday's date is cancelled. The field day will be on Sunday, 10th January, 1915.

Promotions.—Sgt. G. Duncan, Centre Section, M. G. Co., is promoted to be Sergt. Major dated 9. 12. 14. The following promotions in Engineer Co. will take effect from to-day's date:—Sapper Barrington to be Corporal, Sapper Eldridge to be Corporal, Sappers U. Middleton Smith and J. Lennox, Reserve Section, to be Corporals (unpaid).

Resignation.—Sapper W. N. Saunders is permitted to resign dated 18. 11. 14.

Parades.—Parades for to-morrow, Thursday 10th instant: 6.15 a.m., No. 2 Section Artillery Battery 10 p.m. Gun Drill. Remainder under Company Officers, 5.15 p.m., N.C.O.'s musketry exercises under S. M. Colley. Remainder, rout march.

Detail.—On duty, No. 2 Section Artillery, Left Section and Centre Section M. G. Co. Officers on duty, Capt. Scott, Lieut. Rees and Lieut. Wright. Orderly officer, Lieut. Rees. To furnish Guard to-night, Centre Section M. G. Co.; to-morrow, Left Section M. G. Co. Orderly Sergt. to-night, Sergt. Cooper; to-morrow, Corpl. Lowick.

VOLUNTEER RESERVE.

Orders issued to-day by Major Wakeman, Commanding H. K. V. R., state:—

Parades.—Nos. 1, 2, and 3 Companies on the Cricket ground on Friday December 11th at 6.15 p.m. N. C. O.'s on Cricket ground on Tuesday December 15th at 5.45 p.m.

Strength.—The following officers and men have left to join the New Service Battalions and are removed from the strength as from December 4th:—Captain L. G. Burd, Sergeant A. P. Storie, Corporal H. Lapalay, Private H. S. Jephson, Private L. E. Victor.

Pay.—Members are reminded that they must attend at the Law Courts between 5 and 6 p.m. on December 10th.

Brigand Outrages in Yunnan. Yunnanfu, Dec. 1.—Brigands on the border between Yunnan and Kweichow have cut the telegraph lines for forty li and communication has been interrupted since the 22nd. Another band is operating in the Tengyueh district on the Burma frontier. Yunnanfu is tranquil.—*Reuter.*

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 12th December, 1914, commencing at 11 a.m. at his Sales Rooms, Duddell Street (for account of the concerned) WITHOUT RESERVE. A Large Consignment of Swatow Drawn Work and Embroideries

comprising:— Bedsprings, Table cloths and Napkins to match, Tea Cloths, Table Runners, Pillow & Cushion Covers, Dress and Blouse Lengths, etc. Embroidered Silk Crepe and Pongee Dress and Blouse Lengths, Silk Shawls, etc., etc.

14 Carved Ivory Photo Frames 10 Carved Sandalwood Boxes 15 Pieces Pongee Silk. On view from Friday, the 11th December, 1914.

Catalogues will be issued. Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

FOR SALE.

FOR SALE.—SAILING YACHT "GWEN"—(Hayward-Hays Design) with or without motor. Can be inspected at any time at Ah King's Shipway. Apply GEO. P. LAMMERT.

CONSIGNEES

THE AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK and SINGAPORE.

The Steamship

"CITY OF NORWICH," Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Monday, 14th inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 6th December, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS, & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, Dec. 10th, 1914 at noon will be subject to landing charges and if undelivered Monday, Dec. 14th, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Saturday, Dec. 12th, 1914 at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignee and signed for on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Jan. 8th, 1915, otherwise they will not be recognized. R. O. MORTON, Agent.

Hongkong, 8th December, 1914.

Don't forget after the Show paper, and Light Refreshments at EXANDRA CAFE, Open till Midnight.

ENTERTAINMENTS.

"ROLL UP, BOYS!"

Come and see the Fighting Spirit of the British Bulldogs.

GREAT BOXING TOURNAMENT To be held at the CITY Hall, Hongkong, SATURDAY, 12th December, 1914.

Great Lightweight Contest—15 ROUNDS. For the Lightweight Championship of the Colony. SAPPER RICHARDS v. SEAMAN PETHWICK. R. E. Lig. weight Champion of the Colony. (Triumph) Challenger.

10 ROUND Contest For the Amateur Lightweight Championship of the Colony. Signalman Lamb holder v. Seaman Simmonds challenger.

8 ROUNDS Middleweight Contest. Seaman Smith (Triumph) v. Private Colquitt (Tamar).

6 ROUNDS Featherweight Contest. Stoker Turner (Triumph) v. Private Buckley (Tamar).

6 ROUNDS Contest. Nigger Jackson Hongkong v. Kid Marriott Hongkong. Referee: Commander Beckwith, R.N. Judge: Commander Blackwood, R.N. Booking at MOUTRIE'S COMMENCE AT 9 P.M. SHARP.

Ringside \$5. Stalls \$3. Balcony \$2. Pit \$1.

F. E. HALL—Promoter.

VICTORIA THEATRE.

TUESDAY, 8th December.

A MAGNIFICENT PROGRAMME

The Startling Drama

"JUDGMENT OF THE JUNGLE"

in 3 parts—4,000 feet long.

Thrilling from start to finish.

Also the

Thrilling Drama

in 2 parts

"AT THE MERCY OF THE WAVES"

MATINEES

Every Wednesday, Saturday & Sunday.

BIJOU SCENIC THEATRE.

TO-NIGHT!

TO-NIGHT!!

"PATHE'S BRITISH WAR GAZETTE"

5th Series—Length 1,500 Feet

Showing the latest scenes connected with the great Crisis.

Also

some exceedingly comic and interesting pictures.

Mr. BERT FLATT and Miss FLO BROOKS

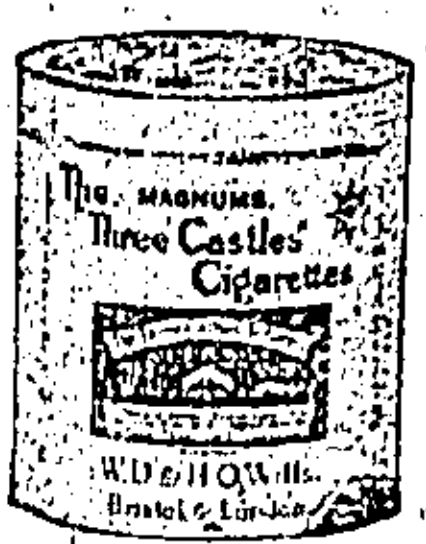
Comedy Sketch Artists. Last 2 Nights.

Watch for the great pictures

WELLS v. BLAKE FIGHT.—Length 3,500 Feet.

"ROCAMBOLE" 3rd Series.—Length 7,000 Feet.

NOTICES.



"THREE CASTLES" MAGNUMS CIGARETTES.

There are now packed in each tin of Magnums Cigarettes 4 coupons and in return for 100 of these coupons we will send you a GOOSE QUILL SILVER CIGARETTE HOLDER enclosed in a neat leather case fitted with a spare goose quill.

Send coupons to:—

W. D. & H. O. WILLS,

Agents:—British-American Tobacco Company, Limited, HONGKONG.

MAKE IT A HABIT—USE REGULARLY.

Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks and w.c.s and sprinkling it in dustbins or other harbours of filth. Get IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.

IZAL—the guaranteed disinfectant of unrivalled strength—is the pioneer modern high power germicide. Officially adopted throughout the British Empire.

Mixes equally well with salt, brackish or fresh water. Write for Free Booklets—"Practical Disinfection" and "Rules of Health."

One Gallon of IZAL makes 400 gallons of efficient disinfecting fluid.

AGENTS:

W. R. LOXLEY & CO., YORK BUILDINGS.



OFFICIAL MARKET PRICES

Hongkong, December 4, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Mei Lung Pa	lb. 21
" Corned,—Ham Ngau Yuk	" 21
" Roast,—Shiu	" 21
" Breast,—Ngau Lam	" 16
" Soup,—Tong Yuk	" 10
" Steak,—Ngau Yuk Pa	" 22
" do,—Sirloin—Ngau Lau	" 33
" Sausages,—Ngau Cheung	" 26
Bullock's Brains—No	per set 12
" Tongue, fresh,—Ngau Li	each 50
" Corned,—Ham Ngau Li	" 60
" Head,—Ngau Tau	\$1.20
" Heart,—Ngau Sum	lb. 14
" Bump, Salt,—Ngau Kin	" 22
" Feet,—Ngau Keuk	each 12
" Kidneys,—Ngau Yiu	" 12
" Tail,—Ngau Mei	" 20
" Liver,—Ngau Koh	lb. 13
" Tripe (undressed),—Ngau To	" 6
Calves' Head & Feet,—Ngau-tai-tau-keuk	set \$1.20
Mutton Chop,—Young Pei Kwat	lb. 26
" Leg,—Young Pei	" 26
" Shoulder,—Young Shau	" 24
" Saddle	" 27
Pigs Chitlings,—Chu Chong	" 27
" Brains,—Chu No	per set 24
" Feet,—Chu Keuk	lb. 14
" Fry,—Chu Chap	" 16
" Head,—Chu Tau	" 18
" Heart,—Chu Sam	each 12
" Kidneys,—Chu Yiu	" 18
" Liver,—Chu Kon	lb. 30
" Pork Chop,—Chu Pai Kwat	" 26
" Corned,—Ham, Chu Yuk	" 1
" Leg,—Chu Pei	" 30
" Fat or Lard,—Chu Yau	" 20
Sheep's Head and Feet,—Young Tau Keuk	set 60
" Heart,—Young Sam	each 8
" Kidneys,—Young Yiu	" 12
" Liver,—Young Kon	lb. 27
Sucking Pigs, to order,—Chu Tsai	" 22
Suet, Beef,—Shang Ngau Yau	" 22
" Mutton,—Shang Yeung Yau	" 27
Veal,—Ngau Tsai Yuk	" 19
" Sausages,—Ngau Tsai Cheung	" 20
Lord,—Chu Yau	" 22

POULTRY.

Chicken,—Kai Tsai	lb. 30
Capons, Large, Small,—Sin Kai	" 30
Ducks,—Ap	" 24
Doves,—Pan Kai	" 18
Eggs, Hen,—Kai Tan (cooking)	per doz 24
Fowls, Canton,—Kai	lb. 34
" Hainan,—Hoi Nam Kai	" 28
Geese,—Ngo	" 24
Pigeons, Canton,—Pak Kap	each 30
" Hoihow,—Hoi How Pak Kap,	" 25
Squabs,—Sha Tsai	each 23
Turkeys, Cock,—Fo Kai Kung	lb. 65
" Hen, " Na	" 45

FISH.

Barbel,—Ka Yu	lb. 18
Bream,—Pin Yu	" 20
Canton Fresh Water Fish,—Hoi Sin Yu	" 17
Carp,—Li Yu	" 22
Catfish,—Chik Yu	" 15
Codfish,—Man Yu	" 16
Crabs,—Hoi	" 24
Cuttle Fish,—Mok Yu	" 18
Dab,—Sha Mang Yu	" 14
Dace,—Wong Mei Lap	" 14
Dog Fish,—Tat To Sha	" 15
Eels, Conger,—Hoi Man	" 13
" Fresh water,—Tam Sui Yu	" 20
Eels, Yellow,—Wong Sin	" 32
Frogs,—Tin Kai	" 33
Garoupa,—Shek Pan	" 45
Gudgeon,—Pak Kap Yu	" 18
Herrings,—Tao Pak	" 25
Halibut,—Cheung Kwan Kap	" 28
Labrus,—Wong Fa Yu	" 20
Loach,—Wu Yu	" 26
Lobsters,—Lung Ha	" 30
Mackerel,—Chi Yu	" 20
Monk Fish,—Mong Yu	" 32
Mullet,—Chai Yu	" 20
Oysters,—Shang Ho	" 20
Parrot Fish,—Kai Kung Yu	" 24
Perch,—Tan Lo	" 12
Pike,—Fa Pau Fong	" 18
Pomfret,—Pau Yu	" 18
Pomfret, Black,—Hak Chong	" 14
Pomfret, White,—Pak Chong	" 32
Prawns,—Ming Ha	" 40
Ray,—Pai Fa Sha	" 12
Rock Fish,—Shek Kiu Kung	" 18
Roach,—Chun Yu	" 12
Salmon,—Ma Yau	" 35
Shark,—Sha Yu	" 8
Skate,—Po Yu	" 10
Shrimps,—Ha	" 24
Snapper,—Lap Yu	" 32
Soles,—Tat Sha Yu	" 32
Tench,—Wan Yu	" 20
Turbot,—Cho How Yu	" 20
Turtles, small, fresh water,—Keuk Yu	" 64

FRUITS.

Almonds,—Bang Yan	lb. 35
Apples (California)—Kam Shan Ping Kho	" 18
" (Chefoo)—Tie Chun Ping Kho	" 18
" Small,—Hoi Tong	" 18
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb. 1
" (brides), Macao,—San Heung Chiu	" 3
Chestnuts, Chinese,—Fong Lut	" 1

肉食

Carambola,—Yeung To	" 10
Cocoanuts,—Ye Tse	each 12
Grapes,—Po Tai Tsz	lb. 30
Lemons, China,—Ling Mung	" 8
" American,—Kam Shan Ling Mung	" 1
Lichees Dried,—Lai Chi, small Stone	" 80
" Fresh	" 80
Oranges, (Canton)—Shan-shang Tim Ching	lb. 1
" Sweet	" 1
Pears, (American), K'm San Shoot Lay	" 1
" (Canton), Cook's,—She Li	" 10
Peanuts,—Fa Shang	" 10
Persimmons Large,—Hung Tsz	" 10
Pine-apples, 1st quality,—Pun Ti Po Lo	each 8
" 2nd —Chung-tang Po Lo	" 1
Plantain,—Tai Chiu	" 3
Plums,—Swatow, Hung Lai	lb. 3
Pumelo, Siam,—Chim Lo Yan	each 15
" Shanghai,—Lo Kwat	" 15
Walnuts,—Hop To	lb. 15
Green,—Sang Hop Tuo	each 1
Water Melon,—(Am.) Kom San Sai Kwa	each 1

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung-hoi Ah Ohi	lb. 1
Chenks	" 1
Beans, (French), Macao,—Oh Moo Pin Tau	" 1
" (French) Shanghai,—Sheung Hai Pin	" 1
" Sprout,—Ah Choi	" 8
" Long,—Tau Kok	" 10
Beet Root,—Hung Choi Tau	each 8
Bitter Squash,—Fa Kwa	" 8
Brinjals, Green,—Ching Yuan Kwa	" 8
" Red,—Hung Ko	" 6
Cabbage, Chinese, (common)—Kai Tsai	" 10
Cabbage, Shanghai,—Ye Tse	" 14
Cane Shoots, bunch,—Kau Shun	lb. 8
Carrots,—Kam Shan	" 12
Celery, Chinese,—Tong Kan Tsoi	" 12
Chilies Dried,—Kon Lap Chiu	" 30
" Red,—Hung Fa Chiu	" 18
" Green,—Ching Lap Chiu	" 12
Curry Stuff, English,—Ka Li Chiu Liu	" 10
Cucumbers,—Ching Kwa	each 2
Garlic,—Sun Tau	each 8
Ginger, young,—Sun Tse Keung	" 6
" old,—Lo Keung	" 8
Horse Radish, Shanghai,—Lik Kan	" 15
Indian Corn,—Suk Mai	" 1
Lettuce,—Yeung Shang Tsai	each 5
Water Chestnuts,—Ma Tai	lb. 6
" Mandarin,—Kwai Lam Ma Tai	" 8
Mushrooms, Fresh,—Shang Oho Ko	each 35
Musk Melon, Amer.—Kam-san Hong Kwa	" 12
Okra	" 8
Onions Bombay,—Yeung Chong Tau	" 6
" Green,—Shang Chong	" 8
" Shanghai,—Sheung-hoi Chong Tau	" 6
Parsley,—Kun Tsai	lb. 8
Green Peas,—Ching Tau	lb. 1
Potatoes, Sweet,—Fan Shu	" 3
" Shanghai,—Sheung-hoi Shu Tau	" 3
" Japan,—Yat Pun Shu Tsai	" 3
" American,—Fa Ki Shu Tsai	" 8
" Foochow,—Foc-chow Shu Tsai	" 1
Pumpkin,—Tong Kwa	" 3
Radish,—Hung Lo Pak Tsai	" 5
Rhubarb (Fresh)—Tai Wong	" 12
Sage,—Tse So	" 1
Shallots,—Kon Chung Tau	" 8
Spinach,—Yin Tsai	" 5
Tomatoes,—Han Ke	" 8
Taro,—Wu Tau	" 6
Turnips, Pant, (Long)—Lo Pak	" 5
" English,—Yeung Lo Pak	" 5
Vegetable Marrow,—Chit Lo	" 4
" (American)—Kam-shan Jui Kwa	" 1
Water Cress,—Sai Yeung Tsai	" 15
" Lily root,—Lin Ng u	" 8
Yams,—Ta Shu	" 6
English,—Yeung Kan Choi	" 1

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DIARY OF WAR.

COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Turkish war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rates 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Zestoken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scene outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenig. Laish and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Flap and Hamillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cire.

August 16.—Japan sends ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely landed on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians recover Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Königsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy East Prussia. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France, and Russia mutually engage not to conclude

peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province.

September 10.—Forces of 60,000 Germans harrying through Belgium to assist defeated Right Wing in France. British forces across the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Eberstahle, German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens, and give way at Revinoy and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Iwaruska, and occupy Czernowitz, Servians defeat 90,000 Austrians at the angle of the River Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues, German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Creasy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues, Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Casameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues, German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in

France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontopore (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ipsos to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Creffield arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer

Badger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilia; and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieuport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment.

Nov. 2.—British and French Ambassadors leave Constantinople. Announced

that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of \$200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Thrilling story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jable Bay and sinks

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents

given great reception at Lord Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Coos Islands by H.M.A.S. Sydney engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Rufiji River, German Ea Africa by sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Gool Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,186,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

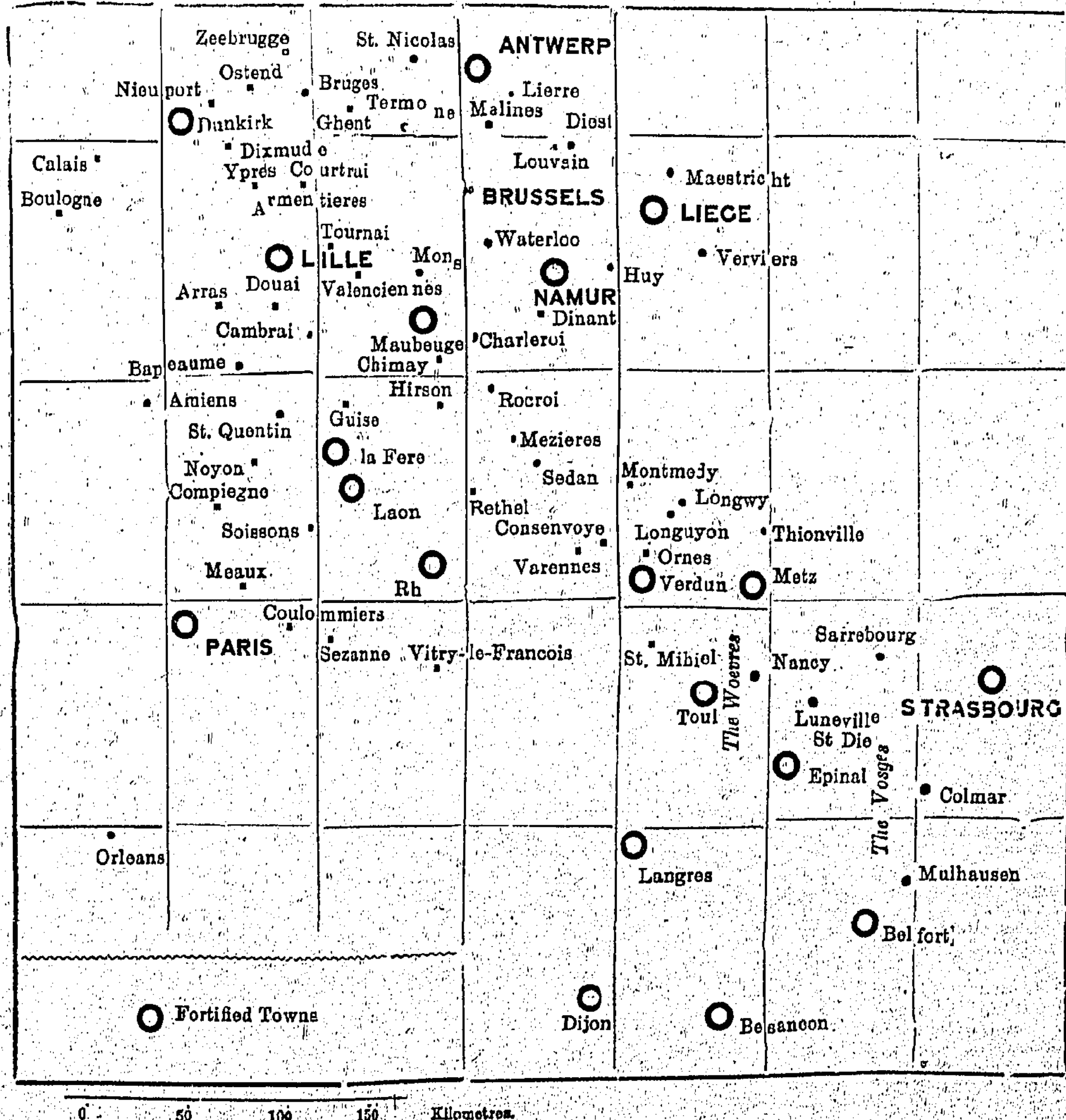
Nov. 15.—Death of Earl Roberts in France announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

(Continued on page 10)

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Allies have strengthened their positions in Flanders and a German advance is regarded as impossible.

Commercial.

Rubber.
October 16.—The market for Plantation, after receding, is again firmer, with a fair business passing. Standard No. 1 C open sold at 2s. 1.1-4.1. to 2s. 1.1-4.1. and buyers (last year 2s. 0.3-4.1). Oct. delivery 2s. 1d. to 2s. 1.1-4.1. and Nov. 2s. 0.3-4.1. to 2s. 1.1-4.1. and J. n-Murch (1915) 2s. 0.3d. buyers. Smoked Sheet (ribbed) spot 2s. 3d., Oct. 2s. 3.1-4.1. Nov. 2s. 2.1-4.1. and Dec. 2s. 2.1-4.1. Jan. is dull. Hard Fire spot being quoted 2s. 0.1. Sellers (last year 3s. 3d.) and Soft Fire spot buyers at 2s. 3d.

By recent advice received from the Straits it appears that all the Planters' Associations have fallen into line in the matter of coolies' payment of wages on rubber estates, which had to be deferred so as to get over the financial dislocation caused on the outbreak of war. July wages were to be paid on Sept. 5. August wages on Sept. 26, and the normal resumed on Oct. 8, as provided by the various L. b. or regulations. It was recognised that whilst any monies were due to coolies no manager was free to discharge any part of his force, should he desire to do so, and in addition no reduction of wages could be brought about, as has now been effected in some instances. These amounted to 20 per cent., and should mean a substantial saving in costs. A good many economies in estate working have been brought into force during the last year, and the opportunities of further reductions have naturally been curtailed thereby. Still, though there may be fewer ways in which economy can be pacified under pressure of circumstances, some items may yet be dealt with without impairing the efficiency of the estate. In one way it would not be advisable to proceed too far. We refer to a drastic reduction in supervision. It is not always the estate which has the fewest assistants—comparatively to the acreage under cultivation—that shows the cheapest working costs. An estate with a staff that is sometimes ample, so that the best and fullest results are obtained from the labour force, may be one of the cheapest worked estates, for the reason indicated that the labour is more fully and more efficiently employed. The Netherlands Committee for the International Rubber Congress and Exhibition at Batavia has issued a report which states that the Netherlands capital of the rubber companies in the East Indies amounts to fl. 66,550,000 of which fl. 35,810,000 have been paid up, and the foreign capital to fl. 212,230,000, of which fl. 171,780,000 have been paid up. The area on which rubber is planted in the Netherlands India amounted to 8,776 bouws in 1912, 17,404 in 1913, whilst 40,719 bouws are estimated for 1915 and 68,872 bouws for 1916. The arrival of plantation rubber in the Netherlands amounted to 4,800 kilos in 1907, 99,100 kilos in 1910, 848,500 kilos in 1912, and 1,814,500 kilos in 1913, whilst the arrival of wild rubber amounted to 1,095,000 kilos in 1907 and 1,320,000 kilos in 1913. During the last 12 years the arrivals in Amsterdam and Rotterdam have increased by about 100 per cent.

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Foy Mrs A. S. S. S.
Fyfe A. A. S. S.
Hunt L. B. S. S.
Hunter J. S. S.
Jackson Mr & Mrs Soper N. J.
Joseph A. Sylvester Mrs S.
Kline M. F. Thompson Mrs R.
Kraft Mr & Mrs Underwood Mr and
Kroba Mrs W. G. Mrs J. H.
Lacombe Mr & Mrs Whitney J. A.
Lauritsen Mr & Mrs Yung Major B. P.

UNITED SERVICES RECREATION CLUB, KOWLOON.

At the annual drawing for debentures at the U.S.R.C. on Saturday, 5th December, 1914, the following numbers were drawn for redemption:
Numbers: 3, 4, 8, 25, 27, 37, 49, 50, 55, 56, 60, 61, 63, 65, 69, 72, 81, 90, 93, 101.

A GARDEN FETE

organized by the
STUDENTS' UNION
will be held
in the Grounds of the University
on
SATURDAY, January 30th
from 3—7 p. m.

Under the distinguished patronage of His Excellency the Governor and Lady May.
Proceeds to be given to the
PRINCE OF WALES' NATIONAL RELIEF FUND.
Admission: 50 cts.

SINGON & CO.

Established A. D. 1880.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipbuilders, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

AMERICAN DENTISTRY.

FORCELAN FILLINGS.
The Latest Improvements to Lasting Workmanship and Painless Operations. No charge for examination. Fees moderate. Diploma Tokio.

Dr. T. YAMASAKI.

34, Queen's Road Central (Corner of Flower Street).
Telephone 62.

Kingsclere Hotel.

Anderson Cons Gen Evan-Jones Dr and
G. E. Lewis D.
Boulton F. & Mrs J. Logan W.
W. Martin Mr & Mrs
Brown M. J. Mitchell E. J. H.
Carleton A. E. Nixon F. O.
Cooper W. A. J. Parker Rees L. C.
Donnelly D. E. Rawlinson R. J.
Fielder G. E. Robertson Mr & Mrs
Filkens Mrs D. Mrs J.
Forbes Mr & Mrs A. S. S. S. S.
Gordon M. J. Shields A. L.
Grimshaw Mr & Mrs Singer Mr & Mrs E. T.
Herdman A. S. S. S. S.
Harrison T. L. Sutton Miss
Hickson J. H. Thomas H. P.
Hickson J. H. Thomas H. P.
Kent Mr & Mrs

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES

Bombay. London.
Calcutta. Manila.
Canton. Panama.
Cebu. Peking.
Colon. San Francisco.
Hankow. Shanghai.
Hongkong. Singapore.
Kobe. Yokohama.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches at:
Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at:
Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 19th March, 1908.

NOTICE.

Messrs. Sang Lee & Co., Builders and Contractors, regret to inform their customers that one of their managing partners Mr. U Tin Sam (余田三), died on the 1st instant; the business will be carried on as usual by the continuing partners, who have authorized Mr. Lam Lau (林柳) and Mr. U Tsan (余燦), each of them, to sign all letters and communications on behalf of the firm.

SANG LEE & CO.,
59, Des Vœux Road Central, (First Floor).

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 A.M. to 10.00 A.M. Every 15 Min.
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